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HONGKONG, TUESDAY, JUNE 7TH, 1904.

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PORTLAND CEMENT. Casks of 375 lbs. net \$4.75 per Cask ex Factory.

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Hongkong, 29th April, 1904.

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Hongkong, 1st June, 1004. AUTOMATIC MAUSER PISTOLS.

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A. S. WATSON & CO., LIMITED.

THE REGISTERED OFFICE of the above Company has This Day been REMOVED to ALEXANDRA BUILD. INGS, DES VŒUX ROAD, 2ND FLOOR. A. H. MANCELL,

Secretary. Hongkong, 23rd May, 1904.

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WM. SCHMIDT & CO. Hongkong 28th November, 1902

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Private and Special Dining Rooms.

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Ladies' Afternoon Tea Rooms with European

Matron in attendance. Ladies' Cloak Room. Hydraulic Elevetors to each Floor. Bedroom Accommodation-131 rooms.

Electric Lighting throughout. Electric Fana in Rooms, if required. Hot and Cold Water throughout. Wines and Groceries specially imported by the Hotel Co.

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MODERATE CHARGES! NO EXTRAS! H. HAYNES,

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A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.

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A HIGH CLASS PRIVATE HOTEL. Ladies' Afternoon Tea-Rooms. Private Bar and Billiard-Rooms Hot and Cold Water throughout,

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Hongkong, 10th June 1903,

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All comforts of a home. A most pleasant retreat for those desirons of a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the istorical and picturesque colony of Macao. Macao is 40 miles south-west of Hongkong. One steamer (s.s. Heungshan), daily to and from Hongkong, and two steamers to and from

Canton, give easy communication with both these centres. Cable Address-" BOAVISTA." For Terms, apply to THE MANAGER

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THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to

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WM. FARMER,

Proprietor. [81362

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premises are as follows:

Week Days, 8.30 A.M. to 6 P.M. 8.30 A.M. to 2 P.M. Saturday,

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Currespondents must forward their names and ad dresses with communications addressed to the Edite: not for publication, but as evidence of good faith All letters for publication should be written on

one side of the paper only.
No ananymously signed communications that have already appeared in other papers will be insorted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that herr the supply is limited. Only supplied for Cash. Telegraphic Address; PRESS. Codes: A.B.C. 5th Kd' Lieber's

P.O. Box, 33. Telephone No. 12

MARKIAGE. On the 6th June, at St. John's Cathedral, by the Rev. T. T. Johnson, M.A., MABEL DAISY youngest daughter of the late H. L. MATHER, Hongkong, to ROBERT RODGER, Port Glasgow,

HONOKONG OFFICE: 14. DESVŒUX ROAD CI. LONDON OFFICE: 131, FLEET STREET, E.C. HONGKONG, 7TH JUNE, 1904.

THE annual reports of the medical officials in charge of the hospitals of the Colony, published in the current number of the Government Gazette, contain much information of a welcome nature. We note especially the indications that the Government anti-malarial measures have been beneficial to the public health, and we are pleased to note, too, a gratifying success achieved in the treatment of cases of plague. These are the two most conspicuously satisfactory features, of the reports. Dr. ATKINSON, the Principal Civil Medical Officer, in his report to the Government on the working of the Medical Department during the year 1903, embodies a return of the cases of malarial fevers admitted during the year into the military hospitals, ceremony. kindly supplied by Colonel WEBB. This return shows a decrease of 568 in the number of European cases, and of 220 in the Asiatic cases. There can be no doubt that this marked diminution is due, as the Principal Civil Medical Officer says, to the extensive training of nullahs and other. anti-malarial measures which have been carried on in the neighbourhood of the Barracks by the Military Authorities. At the Government Civil Hospital, too, the diminution in the number of admissions

from malarial fevers was maintained, the

number for last year being 346 as com-

pared with 349 in 1902, and 787 in 1901.

These figures show that the anopholes

the island as he did a few years ago. Since 1901 the Government has accomplished much in the way of training nullahs and so ridding the colony of the mosquito-breeding pools which were so abundant before Major Ross proved to the medical world their relation to the provalence of malarial fevers. The returns must encourage the Government to continue their anti-malarial measures. There is much yet to be done in that respect both in the Western and Eastern districts. We may note in this connection an interesting suggestion made by Dr. Bell in his report as superintendent of the Government Civil Hospital. In writing of dysentory; he remarks that it is now practically considered as a symptom of a disease due to many causes, but not much has Jean done towards elucidating the special factor in each case. Malaria per se is not generally considered to produce this disease, but Dr. Bell is inclined to think it does, and with the increase of microscopical work now done at the hospital, he hopes to be able to add a few facts to those already necumulated regarding this serious ailment.

With regard to the treatment of plague it appears from the report of The HOURS of BUSINESS of the THOMSON that the use of carbolic acid proved of considerable value, but perhaps, of greater value still is an improved means of diagnosis, the credit for which belongs to Dr. Bell. By this method the doctors have been able to diagnose a much larger number of very mild cases, and many which would not have been diagnosed as plague in former years were proved to be plague and sent to Kennedy Town. These cases swelled the proportion of cases recovering. The use of carbolic acid was commenced late in the epidemic, and a couple o tables show the mortality before and during the use of carbolic acid. In the first half of the epidemic, i.e. before cirbolic acid was used, the mortality rate was 85.6 per cent; in the latter half, under the use of carbolic acid, the rate of mortality was only 36.4 per cent. Perhaps it would be too much to draw from these results the definite conclusion that the improvement is entirely due to the use of carbolic acid, for, as Dr. Thomson remarks, its use was commenced at a stage in the epidemic when there is a greater natural tendency to recovery. the disease being invariably more virulent early in the season. But when all allowances are made, Dr. Thomson admits carbolic acid to be of undoubted value in the treatment of plague when given in such doses as to allow its sufficient concentration in the blood to exert its antisoptic action on the bacilli. The doses a plague patient is able to take are enormous. The treatment begins with an initial dosage of 144 grains in 24 hours-12 grains every two hours. It is mentioned that one European patient consumed over 2,500 grains of carbolic acid before his blood was free from plague bacilii! It is an astonishing fact that in spite of these enormous doses carbolic acid poisoning is practically unknown, and Dr. Thomson, who tried carbolic acid in smaller quantities in 1901 with no very marked result, is now of opinion that carbolic acid in large doses is the most hopeful means of treating plague thus far at the disposal of the medical fraternity in Hongkong. It is not, of course, a specific remedy, and, while reporting favourably on its' use, the Doctor urges upon the attention of His Excellency the Governor the desirability of carrying into effect before next epidemic season proposals already sanctioned for the production of a curative serum for the treatment of plague. Altogether the medical reports contain abundant evidence of excellent work on

> The English mail of the 7th May was delivered in London on the 4th inst.

> which the Medical Department is sincerely

to be congratulated.

The Alice Memorial Maternity Hospital in Bonham Road is to be opened to-day. Mrs. May has kindly consented to perform the

The visitors to the City Hall Library and Museum for the week ending the 29th May were :- Library, 227 non-Chinese, 100 Chinese; Museum, 100non-Chinese, 1,714 Chinese.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospital :- Geo. Murray Bain, \$20.

Between Saturday and yesterday noon, nine cases of plague were notified. All were Chinese cases, and seven of them were fatal. During the week ended Saturday last 36 cases were notified; in the same period there were 37 deaths from plague. The only other cases of communicable disease reported during the week were five fatal cases of cholera, all Chinese, and three Chinese cases of small-pox, of which mosquito does not breed so plentifully in one was fatal.

The Sunday Sun, of Manila, says "that the abolition of the chit system will result in Manila being duller than ever; but China will benefit ' by the incursion of Manila ' chitaters.'" We may add that Hongkong has experienced these "benefits," from Manila, as well as other "chitsters" and will be found not too ready to accept further "benefits" of this nature.

The Nanking Viceroy has informed the Shanghai Taotai that he has given no promise to the Consular delegates regarding the imme diate appointment of the Chinese representatives required to complete the constitution of the Whangpu River Conservancy Board. On the contrary, he says he has requested the consideration of an alternative proposal-namely, that China shall forthwith undertake the work wit her own resources. This proposal, the Viceroy adds, has been embodied in a memorandum which has been handed to the senior Consul.

At Willis's Rooms, London, last month, large collection of Japanese dwarf plants, in cluding many interesting and rare specimencollected in Japan, were sold at auction. 189 lots produced a total of about £400, the principal prices being as follows :- Maple, grafted with two varieties, red and green -£11 10s.; "Maple palmatum," said to be 300 years old, in a very shallow pan with a depth of about 21in-£16; "Wistaria multijuga," with curiously twisted trunks, with over 120 blooms upon it, 350 years old -£11; "Thuja obtusa," green variety, 350 years old-£16 10s.; and another plant of the same, golden variety-£10 10s.

According to the Depoche Coloniale, extensive irrigation works are about to be started in several provinces of the Tonkinese delta in French Indo-China. These works include canals and barrages. In the province of Aunum, near Phuly, a canal is being made in order to drain this region; the quantity of earth to be removed is estimated at 800,000 cubic metres. By the barrage of several estuaries in the province of Phu-Lien. 50,000 hectares will be rendered suitable for the cultivation of rice. Similar results will be obtained in the lower delta by the construction of dykes on the seashore and of sluices, which will accumulate water during the rainy season, and protect the rice-fields from the sea at high tide.

The death is announced of Mr. J. N. Tata. who died on the 19th ultimo while on his way to Germany. The Kobe Chronicle says Mr. Tata was one of the pioneers of the import of Indian raw cotton to Japan, in connection with which the Japan-Bombay line of the N.Y.K. was started in 1893. A few years ago the decoration of the Fourth Order of Merit was conferred upon Mr. Tata by the Japanese Government, and he received other tokens of recognition of the important part he took in the development of this branch of the nation's commerce and the opening of direct trade. The Spinning Union of Japan has sent telegram of condolence to Mr. Tata's family, The deceased gentleman was born in 1839, and therefore 65 years of age.

In the review of the year's work by the Com. mittee of the Church Missionary Society 11 is mentioned that China was beginning to follow systems of aucient Greece and in Herbert Spencer's philosophy, and were exherted to study Christian books and give up opium; footbinding; mandarins were asking for a the Western religion; but they had to learn peared. No arrest has yet been made. that Christianity was more than a superior system of ethic. Bishop Ridley, who Lad lately visited Japan, said he looked to the native churches to evangalize the country, but they needed spiritual impulse and guidance.

The annual meeting of the Christian Literature Society for China was held at Exeter Hall, London, last month. Dr. James Johnston, late of Shanghai, presided. The report presented by the Rev. J. Cumming Brown stated that the society had lately begun a Chinese weekly journal at Shanghai. During the year new publications had been issued to the extent of 11,500,000 pages, besides reprints to the extent of 25,500,000 pages, and pirated editions of many of the society's books were published in many parts of the Chinese empire. Dr. Richard, of Shanghai, had been approached with a view to a Chinese translation of the "Encyclopædia Britannica," and hundreds of applications for such a translation had been received. Such an enterprise, however, was, with the society's resources, utterly impossible. At the examinations for degrees questions such as the following were common :- "Explain free trade and protection." "How do foreigners regulate the Press, post-office, commerce, railways, banks, bank notes, taxation; and how do they get faithful men ?" "Wherein lies the naval supremacy of Great Britain?" The Christian Church should at once show that the blessings of civilization came from Christianity. Already some of our Western books had been translated into Chinese by Japanese writers, who omitted all the Christianity in their contents. This society was peculiarly able to do the work required, if its resources were not so paltry. Sir R. K. Douglas, seconded by the Rev. D. MacGillivray moved the adoption of the report, which was

One of the most juvenile Government officials at Hongkong is a little boy in his teens, a clerk at the Harbour Office who has been nicknamed the "Assistant Harbourmaster." At the Marine Court yesterday morning he found himself rather in a quandary when asked to swear British witness in due form,

On the morning of the 1st inst, Police-Inspector Robertson looking over a bridge at Shaukiwan saw the body of a man lying on the stones about twe've feet below. On it being conveyed to the mortuary it was identified as that of Gunner Stokes, of the 83rd Company R.G.A. Deceased had been stationed Lycemoon, and was last seen alive in Hongkong on May 30 about 10 p.m. Dr. Hunter after a post mortem examination certified that death was due to an injury to the spine. It is believed he had an accidental fall.

The s.s. Glerfurg which arrived from Singapore yesterday brought up Harmston's Circus Shanghat, and is expected to perform here on the way back. A large elephant was to be seen | completed a year later. - ED.] on board standing on the fore-batch, nodding pleasantly to all comers. Shortly before embark. ing at Singspore, the elephant's chum, a don key. escaped from the circus and had to be left behind. The police, however, were soon on his track and held him in oustady till the s.s. Lai Sang followed on. This steamer arrived yesterday also, and it is declared that the dankey simply laughed with delight when he met Jumbo after their short parting.

A GRUESOME " DEAL."

Visitors to the St. Louis Exposition will shortly be able to witness a novel succession of cinematographic pictures portraying the ex coution of over two hundred prisoners at Canton. A short time ago a Hongkong photographer paid a visit to the Viceroy and came to an arrangement with him whoreby all executions were to be postponed nutil a date towards the end of the present month. A cinematograph was meanwhile on its way hither from the States, and is now in the Colony awaiting transhipment on its grassma erraud. It is stated that \$50,000 will be the price forthcoming for the films from an American syndicate. But no doubt there will be "squeezes" to pay at

SHOOTING CASE ON A STEAMER.

There has been a serious shooting case on the 8.8. Heathburn, now in harbour. The victim was a Chinese quartermaster who is now at the Government Civil Hospital in a precarious condition. The carpenter of the steamer, a Norwegian, is now in custody. The affair, it is alleged, took place in the middle of the night, the Chinaman receiving wounds in the chest and arm. The trouble is stated to have arisen over some Japanese women who are said to have been stowed away on the ship.

ROGUERY IN HONGKONG.

It appears that a Chinaman at Hongkong has been duped by the confidence trick. Li in the steps of Japan. In some provinces | Tong, of No. 76. Pork Stall, Central Market students were being examined in the educational was given \$230 by his father to pay a bill with. Li went up to the Police Station in great distress and reported a highway robbery, but on being interrogated it transpired that he had vicercys were issuing proclamations against | been made a fool of. A man came up to him and got into conversation. After walking together Chinese translation of the "Eucyclopadia some distance the stranger showed Li a roll of Britannica," and, meanwhile were purchasing notes, about \$1,000, saying he had found the the English sedition of that colossal work; bundle in the hold of a steamer. Heasked Li to When Japanese sailors saved their enemies change them, offering to give him one note for from drowning and bound up their wounds his trouble; he was afraid himself. He required they were imitating Europe in what security, however, while his friend was gone, Christianity alone had taught Europe to do and Li foolishly gave him the \$230. On open. Their best leaders knew it, and many believed | ing the bundle of notes, as he thought, Li found that Western civilisation must be crowned by a roll of usoless paper. The trickster had disap-

> CHINESE REFORMERS AT KUALA LUMPUR.

ELOQUENCE LEADS TO STRIKING RESULTS.

A telegram to the Straits Times from Kuali Lumpur says :- There was a crowded meeting of the Literary and Debating Society on Saturday May 28th, whereat the subject of debate was the proposal advanced, by Mr Loke Chew Thye, to the effect that "the first step in Chinese reform is in cutting off the queue." The proposal, which was valiantly opposed by Mr. Cheah Boon Teat and others, was warmly discussed about a dozen members delivering impassioned speeches. On a ballot being taken, it was found that nineteen members had voted for the removal of the towchang, and eighteen against. Then, amidst a scene of the greatest excitement, certain prominent members of the Chinese community expressed a wish that-in order to demonstrate that they had the courage of their convictions—their towchangs might be then and there cut off by the President of the Society, Dr. Gnoh Lean Tuck. This was done amid tremendous applause.

WEATHER REPORT.

The Hongkong Observatory yesterday issues the following report :-

On the 6th at 11.30 a.m. The barometer has risen throughout China and the Philippines and has fallen in Japan. Gradients are very slight on the China Coast

and light variable winds will be met with in the Formosa Channel. Over the China Sea they winds will prevail over the region. Forceast :- Moderate S. to SW. winds, fair,

occasional showers.

WAR

FROM OUR OWN CORRESPONDENT

RUSSIAN GUNBOAT BLOWN

Kobe, 6th June.

Admiral Togo reports that a gunboat, believed to be the Gilyak: was

blown up by a mine at Port Arthur. [The Gilyak is a gun-vessel of 963 tons displacement; 200 ft. in length; 37 ft. beam; and 91 ft. draught. Her i.h.p. is 1,000, the engines being capable of driving her through the water at 12 knots. The guns consist of one 4.7-in, five miralty works, St. Petersburg, in 1897, being

[JAPANESE OFFICIAL DISPATCH.]

RUSSIAN GUNBOAT BLOWN UP.

Токуо, 6th June, 12.35 р.ш. Admiral Togo reports that the Fifth destroyer flotilla, while engaged in blockading Port Arthur at 7.40 p.m. on the 4th instant, witnessed a gunboat of the Gilyak

type belonging to the enemy blow up and sink at the front of Chengtaushau, probably by striking one of our mines. Another Russian gunboat, some destroyers and steam-launches which appeared to b engaged in clearing mines outside Port

Arthur hastily fled inside.

GENERAL STOESSEL'S REPORT OF THE BATTLE OF NANSHAN.

REUTER'S SERVICE.

LONDON, 4th June. General Stoessel's report of the battle of Nanshan, hastily pencilled, was sent junk to Yingkow and from there telegraph. ed. It says that the Japanese fire, especially from the gunboats and destroyers annihilated the batteries at Kinchau, Before evacuating Nanshan he ordered the guns to be blown up, but his orders were only partially carried out, owing to the necessity for a prompt retreat.

THE DISEMBARKATION OF JAPANESE TROOPS.

A military correspondent of the Times who furnished an account of the disembarkation the first division of the Japanese army at

Chemulpo, wrote:— Watching the work proceeding from day to day was most interesting : there was no fuss, no shouting, no confusion, and no noisy demonstration of welcome on the part of the Japanese residents on the arrival of the first battalions, though every mun, woman; and child had come down to welcome them. This is a characteristic particularly noticeable amongst the Japanesethat, however much they are impressed by a the poorest judge of horseflesh can at once see military or other spectacle, their feelings are | that they are not good enough to do the work seldom expressed by loud acclamations. It was | expected of them, and they will be, doubtless, at remarkable, too, that no matter how small or serious handicap to the Japanese. They come how large a body of men landed, every man from Southern Japan, and have none of the seemed to know exactly what to do and where | well-known stamina and qualities of the Monto go, and this was the same whatever work | golian ponies, which are hardy and strong; on was going on. There were, naturally, guides | the other hand, the horses from the north of and officials stationed at the landing-places to Japan are much superior to those from the direct their movements, but their work south. was so quietly performed as to be scarcely noticeable.

Each battalion as it arrived was perhaps billeted for a night at Chemulpo, or sent on to Seoul immediately by train. Seoul itself was the real starting-point or base of this division, and, as the Japanese had decided to occupy the important city of Ping-yang before the Russians could attempt to seize it, each body of men was only kept in Seoul a few days to make final preparations for transport, &c., before being despatched on the road north The organisation of transport for an army in Corea is a matter of great difficulty, as in any case nothing larger than a native cart can be used, and that only on the Peking main road, which passes through Ping-yang and Wiju, and on the east coast road from Wonsan (Gensan) towards Vladivostok. Once off the road, only coolies and pack animals can be employed. The carts are of two descriptions, about 500lb., drawn by two or three coolies, the other a two-wheeled cart somewhat similar to the truck used in England for transporting timber; it is usually drawn by a native bullock and will take a load of rather over half a ton. These oxen are a feature of Corean life; they are big, brown, thick-set animals, docile, and easily managed; their pace (about three miles an hour) is quicker than that of most oxen, and they will draw a cart or carry a load with equal case. The coming of the Japanese troops has been a golden harvest for the Coreans, or rather for the Coreans of the coolie class, who have been hired in large numbers for at least six times their usual wage -that is, they receive about 2 yen instead are rather more marked and moderate S. to SW. | 30 sen per diem. Almost every available native pony has been bought up. The Corean coolie

world; he will carry on his back a load of 150lb. a day's march, and he is known to have carried 400lb, considerable distances—this has to be seen to be believed; as a rule 100lb, is his load, whereas the natives of Africa are never expected to carry more than 60lb. The native pony's load is about 200lb.; he is a sturdy little beast only one size larger than a Shetland.

It may well be imagined, with this the only possible method, what care must be exercised in organizing the transport of even a single division, and yet this has been done in a few days and the whole division has left completely equipped for the field. The coolies (native) are managed on much the same principles as in any other country; each set has a head man or ganger at the head of affairs; he marshals them and is responsible to the Japanese for his gang. He also pays them and feeds them, so that really the Japanese transport officers have only one mun from each gang to deal with. The 5.500 3.in., two 2.6-in, and four 1.8-in., and besides | Japanese coolies brought with the 12th Division these she has a torpedo-tube. Her complement are for more important work than to be mere from Singapore. The circus is on its way to is 150 men. She was built at the New Ad- human beasts of burden; they are mostly ex-soldiers, and might be called labourers rather than coolies. They must not, however, be confused with the army transport corps, of which about 600 are attached to each division.

The 12th Division are recruited from a district in the southern island of Japan, the headquarters being Kikura, near the Straits of Shimonoseki. The division is complete in every detail, and is composed of the following branches of the

military service :-Infantry, 12,000 (four regiments of three battalions each); cavalry, 500 (one regiment); artillery, 900 (one regiment, 36 guns, two field batteries; two mountain batteries); engineers. 700; transport corps, 600; hospital corps, 700; ammunition column, 500; post-office corps, veterinary corps, pontoon corps, and balloon corps, 1,000—16,900 combatants; 5,500 coolies grand total, 22,400.

These men have never yet met a European enemy in the field under modern conditions (the Japanese themselves realize this), so that it is impossible to tell what their fighting qualities and characteristics will be; but, to judge from the opinion formed of them during their disembarkation and their passage through Seoul, they will probably more than deserve the very high estimate already formed of their efficiency. In small details they cortainly excel. Each: company has its own supply of intreaching tools, and each battalion carries its own aminumition on pack ponies. The men look strong and healthy and are bigger than the average Japanese; they have a remarkably bright and intelligent expression, the officers and mon are stirred by an all-powerful sense of loyalty to the nation to which they belong. They had no wish to fight, but, now they have entered into the combat, they know what they are lighting for and that they are engaged in a decisive stru, gle, and will fight with an ardour, and verve difficult to suppress. Their behaviour teo, has been excellent, and no word of complaint has been heard against them in Chemulpo or Seoul.

The infantryman's kit weighs about 50lb. including the rifle and bayonet. It is made upof a valise, haversack, ammunition pouches, our pair of boots, blanket, great-coat, water-bottle two days' emergency ration. &c. ; a tooth-brush forms part of the kit of each man. He wears two great-coats, the second one (a blanket coat with fur collar) having been specially issued for the cold weather. This will soon be discarded He carries his kit well, and does not appear over-Imrdened; but its weight is materially reduced when he is likely to have stiff marching. The only adverse criticism it is possible to make is with reference to the cavalry and transport horses

NAVAL NOTES.

The U.S.S. Helena, craiser, is in dock at Kowloon.

The U.S.S. Pathfinder, survey-vessel, is alongside at the Kowloon Dock.

The U.S.S. Decatur, one of the five American destroyers now at Hongkong, went for a cruise around the island yesterday. The Decatur and Bainbridge have finished their docking at Kowloon, but the other three have yet to be completed.

H.M.S. Perseus is to be re-commissioned at Bombay for a further term of three years. The refitting will cost £6,000.

The Russian coal contracts for the Baltic fleet have been cancelled. It had been intended to store supplies at the French ports of Bizerta, one a two-wheeled hand cart capable of taking in the Mediterraneau, and Jibutil, in the Gulf of Aden, and at Saigon, in French Cochin China.

A Service paper writing on the coaling of ships says:-At Port Said the Arabs coal ships with convenient bunkers at an astounding rate. All the work is done by hand, the power consisting of the number of men engaged on the job In China coaling is also by hand, but conducted somewhat differently, for Chinese pass the coal aboard from junks or lighters in baskets, the size of which appear ridiculously small. But the efficiency of this method is really wonderful, as was recently shown in the case of the coaling of the Leviathan, Terrible, and Vengeance at Hongkong. The former ship took on board 2,200 tons in seven working hours, or at the rate of 31428 tons per hour. This is the record at Hongkong, the next best being the Vengeunce with 278 8 tons, and the Terrible with 278 tons per hour. Tacoma has laid claim to the world's record of 3,570 tons of coal in nine and a half running hours, taken on board and trimmed. This was accomplished is certainly the best human weight-carrier in the | with electric appliances,

A COMPARISON WITH CEVION'S PRODUCE.

Of recent years China tea has, on account of keen competition from India and Ceylon, been stendily on the downward grade; but, as the experts are continually urging, the China trade would quickly revive if more advanced methods of cultivation were adopted. A Colombo paper asks, "Why not let in China tea?" The writer continues: "What would it profit as to know that we had kept all China done so only by accepting ruinous prices for our own produce? The Ceylon tea enterprise does not exist for the benefit of the London merelicut and broker. And if the London to pay, and actually did pay us, far better prices. for our teas than they do now, and they might again. Let us look back for a moment at the condition of things ruling only two years ago. when the smallest amount of China tea over known was consumed in the United Kingdom What happened then? Why the average for Ceylon tea fell to the lowest recorded limit in the history of our enterprise. We forced all million lbs. of Ceylon ten into consumption and thereby reduced the quantity of China ten taken out of bond to 17 million lbs. it is true, but we only secured an average of 6.86d.-the lowest average ever quoted for Ceylon tea! That was the price we had to pay for the inestimable privilege of ousting China tea nearly out of the market altogether. The price is too expensive. Last year-only two years afterwardsonly 784 million lbs. of Ceylon ton went into consumption, and the quantity of China tea which did the same rose to 26 million lbs. much to the alarm of some people. But did we suffer? Not a bit of it. The average for Ceylon tea rose to 7:52d., and it was the most prosperous your we have had for a long time. We place the figures side by side for better comparison :-

Consumption of China & Javit - Ceylon Tea. Av. Price. 91 mill. ... 17 mill. - 6°86d. ~ 7.52d. ... 26 784 ,

" Let us go back another ten years, to 1891, proportion of China ten used home was even larger. What do we find then? Why, that while Coylon tea was represented by only 51 million lbs. as compared with the 34 million lbs. of China, the average we obtained was as high as 9.87d. The figures were :--

Consumption of

China Tea. Ceylon Tea. Av. Price. 1891 ... 34 mill. 51 mill. 957d.

" In fact, we are almost led to assert that the small or the proportion of Ceylon or British. grown ten consumed at home as compared with China tea the higher the price paid for it. This is no paradox, but sound sense, and it can be demonstrated by accurate figures. Why. therefore, should we not let in China tea? Why attempt to force our tea on to a market which must have a certain proportion of the cheapest possible tea, and if it cannot get it, will only give the lowest possible price for ours? The 'world is all before us where to choose' our market, and we should rejoice to see a smaller and smaller quantity of Ceylon tea fluding its way to London. We have had our eggs in one basket far too long, and the sooner this is realised in Ceylon the botter."

IMPORTATION OF INFERIOR TEAS INTO ENGLAND.

Asked by Sir S. King, M.P., whether his attention had recently been called to the fact that the importation into the United States and Australia of low grade, impure, and unwholesome teas had been stopped by legislation; whether he was aware that quantities of toas which had been rejected by the Customs autherities in these countries had been and were being shipped to England, and, together with quantities of similar low quality teas imported direct, were being employed there for mixing with superior tess without incurring the penalties for adulteration under existing laws; and, if so, whether he would consider if, without disadvantage to the revenue, he could introduce similar regulations for the exclusion of such teas from England, the Chancellor of the Fxchequer replied :-Only one case has been brought to my knowledge | separated. of the importation into this country of tea rejected in the United States or Australia. The legislation in the United States to which the hon, member refers requires that imported tea should come up to certain selected standard samples. The terms of the Australian law appear to correspond closely with the law in this country which provides for the seizure or destruction of any ten which is either exhausted or mixed with other substances or unfit for human food, and in pursuance of the Customs regulations over 66,000lb. of tea were condemued in 1903. I do not think that any alteration in the existing system is required.

The Directors' report of the China Mutual Life Insurance Co., Limited, shows that during the year applications for insurance amounting to \$8,477,249 were received, of which \$7,538,188 was accepted, the balance being postponed or declined. The total insurance in force on March 31st was \$15,638,774. The reserve now stands at \$1,110,002.

SUPREME COURT.

Monday, 6th June.

BEFORE HIS HONOUR SIR WILLIAM M GOODMAN (CHIEF JUSTICE) AND CAPTAIN BASIL TAYLOR (MARINE ASSESSOR).

A COLLISION CASE.

The Tak Hing firm sued Lo Cheuk and Chau Shau for \$5,000, being damages sustained by the plaintiffs by reason of the negligent navigution by the defendants' launches Cheong I ee and Kwong Loi respectively belonging to them. ten out of the London market, if we had whereby the plaintiff's carge-beat No. 381 was sunk in Hongkong Harbour on 21st October last. Mr. M. W. Slade, barrister-at-law (instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, solicitors) appeared market can only be kept clear of China tea by for the plaintiffs; Hon. H. E. Pollock, K.C. our interests being sacrificed, and by starvation | barrister-at-law (instructed by Mr. O. D rates again being paid for our tea, then, so far Thomson, solicitor); for the Kwong Loi; and as we are concerned, the London market must | Mr. E. H. Shurp, K.C., barrister-at-law (inmake up its mind to take China, instead of structed by Mr. F. Paget Hett, solicitor, of Mr. Ceston ten. It is not as if we had not once be. G. K. Hall Brutton's office), for the Cheong Lee.

fore seen large quantities of China ton sold on | The plaintiffs, in their statement of claim the London market without any harm being | stated that on 21st October they engaged the done to us. Indeed, it would be a good thing steam launch Kweng Loi to tow a cargo-boat for our enterprise if we could go back to those laden with flour and general merchandise worth good old times when [Ceylon and India had no | \$10,462 from the Tung Yik pier to the monopoly of the market in London, but were steamship Hupch lying in the barbour. able to seeine a high level of prices. When At 6 p.m. on the evening of the 21st considerable quantities of China ten were still October the Kwong Loi left the pier carryconsumed in Great Britain dealers could afford ing the eargo-boat in tow. Shortly after her. The collision was partly caused by the was sentenced to four months' hard labour. negligence of those on board the Kwong Loi in not keeping out of the way of the Cheong Lee and partly by the negligence of those on board the Cheony Lee is navigating her at too great a speed, in not charging her course or reversing her engines, or not doing so in sufficient time to avert a collision.

> The first defendant, Lo Cheuk, owner of the Cheong Lee, stated in defence that the regulation lights were duly exhibited and burning properly and a good look-out was kept on board the launch. The night was dark but clear. Both wind and tide were setting in a westerly direction. When approaching the central fairway she went half-speed. The Kwong Loi whon about 300 or 400 yards away from the Cheong Les starboarded, the Kwong Loi's green light coming into view on the Cheong Lee's port bow, and the Kwong Loi proceeded on a course about north by east, crossing the course of the Cheong Lee from port to starboard. The Cheong Lee thereupon blew a long warning blast-on her whistle and continued on her course at half-speed. When the vessels approached near together the Kwong Loi suddenly starboarded and turned across the bow of the Cheong Lee. Those on board the Cheong Lee (perceiving that otherwise a collision was inevitable) immediately put her helm hard a-starboard and blew two short blasts on her whistle, and reversed her engines. Nevertheless the starkard quarter of the cargohoat struck the Cheong Lee's starboard how.

The second defendant, Chan Shan, stated in his defence that neither the Kwong Loi nor the cargo-boat gave any signal indicating lifteen years later that the project was taken their change of course to port, and the into serious consideration. It was abandoned collision was not caused or contributed to by however, on account of the cost, as was also the any improper conduct on the part of those employed by the defendant or by their improper conduct of the plaintiff boat. The Kwong Loi neglected to take proper measures to keep out of the way of the Cheong Lee, and the Kwong Loi improperly turned to port just before the collision. The Kwong Loi attempted to cross ahead of the Cheong Lee, and the Kwong Loi neglected to slacken speed or to stop or to reverse. The Kwong Loi was navigated in a reckless and improper manner and in contravention of rules No. 19, 22, 25 and 29 of the Regulations for preventing Collisions at Sea.

Further evidence was afterwards led.

MARINE COURT. Monday, 6th June.

(BEFORE HON. CAPT. L. BARNES-LAWRENCE R.N. (MARINE MAGISTRATE).

AN UNBULY SEAMAN.

Mr. Alexander Hutton, the captain of the s.s. Trongate, charged Thomas Dadrick, A.B. with disobedience, and with assaulting the 2nd

Defendant pleaded "not guilty." The complainant deposed that on the 3rd inst. at about 4 p.m. he was sitting in his cabin when the 2nd mate, James France, came in to him with blood running down his cheek, and said he was wanted outside. He found the defendant him to log the defendant for refusing duty, also meant by refusing duty, but received no answer. He then went to get the log-book, and on returning found the defendant and second mate struggling together. The first mate had arrived in the meantime and the men were

After the 1st and 2nd mates had given evidence defendant said that at the time in question he was on deck drawing water when the second mate called him and asked why he was not doing his work properly (painting the ship's side). On replying that he had done the work properly, the second mate ordered him to go over the side on to the stage and have a look at it. He answered "In a minute," whereupon the second mate ordered him to go over the side or he would make him. Then the second mate started getting hold of him by the arm and hit him, obliging him to defend himself. He thought the record mate

was drunk. After further evidence, His Worship said the charge of assault would be dismissed because the second mate laid his hand on defendant first. Wilful disobedience, however, being proved he would sentence defendant to four weeks' imprisomment, but should the ship leave before the expiration of the sentence defendant was to be placed on board.

POLICE COURT.

Monday, 6th June,

BEFORE MR. H. H. J. GOMPERTZ. (ACTING POLICE MAGISTRATE.)

A man named Greeney was fined \$2 for being

drunk and incapable. \$1 compensation for creating a row at Ship

Henry Thompson was fined S7 for assaulting a Chinese member of the Fire Brigade.

UNLAWFUL POSSESSION. For unlawful possession of wood, valued \$100.

a Chinaman was sentenced to six months' imprisonment and six hours' stocks. OBSTRUCTIONS IN THE HARBOUR.

Seven sampan-mon, charged with causing obstruction at the Shin On Wharf and olsewhere, were fined various sums ranging from

> BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

A EUROPEAN THIEF. Charles Doyle was charged with stealing clothing from the P. & O. offices. When went up-stairs the Chinese watchman, seeing it was a European, thought it was all right, but on observing the man return with a bundle of she left the wharf, and before she reached the clothing challenged him. The thief ran, but north fairway, the Cheong Lec. coming from 1 was chased by a ricksha-puller. Defendant, who Yaumati, collided with the cargo-boat and sunk has been before the Court many times before,

> A Chinese woman charged with having a large quantity of ammunition without a licence was fined \$25.

AMBIUNITION.

District Watchman No. 20 was charged with assaulting Sergt. Fenton at the Canton Wharf He was fixed \$20 or one month's imprisonment.

A man charged with preparing and selling opium was fined \$200 or four months' imprisonment. Besides this there were several minor

HAMBURG LETTER.

FROM OUR OWN CORRESPONDENT.

The growing importance of the shipbuilding

Hamburg, 3rd May. TRAFFIC ON THE ELBE.

yards on the Elbe islands opposite Hamburg, the increasing number of industrial establishments there, and above all the new docks of the Hamburg American Line, which were opened by the Kaiser last year, have caused so great an i nerease in the traffic between the town and the islands that the present means of communication no longer suffice. The Senate has therefore presented a bill to the "Burgerschaft" (the lower Chamber of the State) for the construction of a tunnel under the bed of the river Elbe. It is stated in the preamble that as early as 1880, when thet the question of handed warehouses on the islands was broached, the necessity of a tunnel was urged by many, but it was not until | extracts relative to foreign trade in my next. proposal of a permanent bridge for the same reason, the elevation above high watermark at which the latter would have had to be constructed in order not to interfere with the shipping making the building of it very expensive. It was decided to meet the difficulty by additional steam ferry boats, but it was found that not only did storms and fogs and the frost in winter cause frequent delays, but that the crowded state of the river when with the rise and fall of the tide great numbers of vessels came up to town or departed, often obstructed the service. This is all the more serious as many thousands of workmen-dock-porters, mechanics, factory in China. hands, &c .- who live on this side of the river but are employed on the other, and to whom delays mean a partial loss of wages, have to cross in the mornings, returning sometimes late at night. More reliable means of communication have therefore become absolutely necessary. and as a permanent bridge seems out of the question and a suspended railway impracticable for reasons it would take too long to explain. nothing remains but a tunnel, for which plans and estimates have been carefully worked out by the borough engineer and his staff. inexpedient to announce the Government's It is proposed to have the terminus on this side on the site of the St. Paul public cattle sheds. a spot readily accessible from all parts of the town and in the immediate neighbourhood of | Their fire, however, has not up to the present those inhabited by the workmen it is intended in the fore cabin. The second mate then asked to benefit; the most convenient situation on the other side would appear to be that now occupied were fired on, but drove off the enemy and got for striking him. He asked defendant what he by the public baths on the island of Steinwerder. through. as being within easy distance from the principal wharves and factories. Both termini will be within the precincts of the Free Port, so that special custom-house arrangements will have to be made. As it is considered desirable that the traffic to and from the islands move in separate channels, two parallel tunnels are contemplated at a depth of 6.5 metres (about 22ft.) below the bed of the river and of an inside diameter of 4.8 m. (about 19ft.) This would allow of a road- disappeared. way for vehicles in the middle with footpaths on both sides, the tubes to be lined throughout with glazed tiles. Needless to say that electricity will be chiefly used for lighting purposes and for some of the machinery;

> LEGAL COMMERCIAL DECISIONS. Several recent decisions of superior courts are of importance to the commercial public. In the first case a firm in Kiel had placed a certain quantity of goods in the hands of a broker for sale; it is not denied that he had done his best

it is intended to work the elevators at

both ends by hydraulic pressure. The time

necessary for the completion of the tunnel

is estimated at from two or three years

and the cost at about L400,000. It is hoped

that a small charge for foot passengers and

borne by the State a fonds perdu.

to dispose of the parcel and was in a fair way of succeeding, when the holders, meeting with a buyer, disposed of it without his intervention. His claim for brokerage the firm in question has refused to entertain, and the Oberlandesgericht has decided in their favour, holding that by entrusting the sale of the goods to a broker, the defendants had not given up the right to dispose of them themselves and that the plaintiff was therefore not entitled to a commission.

The second case concerns contracts on cost, A Japanese was fined S5 and ordered to pay freight and insurance terms. A firm here had purchased a quantity of tinplate scrap in the United States "c.i.f Antwerp, cash against documents." The shipper had paid the freight on the first parcel forwarded himself, but on account of differences with the ship's agent at the port of destination on the score of weight. primage, the rate of exchange, &c., for which the consigne declined to be liable, he on the next occasion left the freight to be paid on arrival by the buyer, deducting the amount however in the invoice. The buyer thereupon refused to accept the goods on the plea that the term c.i.f. implied delivery of the same carriage prepaid. The court was not of that opinion, stating that whereas the premium on the insurance policy had to be paid at once, in order to render the insurance valid, the shipper was not under the same obligation with respect to the freight; in fact, considering | Paracels, thence onward light variables and the inanifold risks of transport, by the advisability of paying freight beforehand might well be questioned. The shipper by deducting the amount of the freight, which he was in a position to compute from the weight of the goods and the rate agreed upon, in the invoice. Ind fulfilled his part of the contract. It was for the consignee to pay the freight on arrival of the vessel and to settle any | terday with 2,350 tons of coal. differences that might arise with the ship agent, retaining the right however of claiming on the shipper for the amount, if any, in excess of that allowed in the invoice.

In a third case the court ruled that a buver. of a parcel of goods who on receipt of them had Jebsen & Co. informed the seller that they were not satisfactory in quality, need not expressly state his intention of rejecting them at the time, in order, Bradley & Co.

to retain the right to do so.

A SAILING SHIP COMBUNE. I mentioned some time a o that at the suggestion of French sailing ship owners a committee had been formed with a view to the conclusion of an international "combine" for the purpose of establishing a minimum rate of freight. It was made a condition, however, that at least 75 per cent. of the sailing tonnage of Great Britain should join, before going any futrher. This having now attained, the "International Sailing Ship Union," representing about two million tons. has been started. The object of the Union is, as already stated, the establishment of minimum rates, and where such cannot be enforced, to lay up vessels, thus curtailing the supply. The mileago premiums allowed by the French Government present a great difficulty in fixing minimum rates, as, thanks to them, French ships can afford to accept lower terms than those of other countries. The Norwegians have already entered the combine; the Italians are reported to be on the point of doing so, and it is hoped that others may soon follow their example.

THE BORSENGESETZ. The Bill for the amendment of the "Borsengesetz " was read a first time in the Reichstag | a few days ago and referred to a select committee. Prom the opposition it encountered at the hands of the agrarian and the centre parties during the debate, it is to be feared that such changes as may eventually be made in the law. will fall far short of the wishes of the commercial world.

THE USAGES OF THE PORT. A summary of the usages and customs of the port with regard to produce and merchandise ber of Commerce. I intend giving you nerow

MAY DAY SOCIALIST PROCESSION. The May-day procession of the Socialists was greatly favoured by the weather, the rain that had been threatening all the morning holding off until the afternoon. Owing to its being Sunday the attendance was very numerous; both from this city and the neighbouring town of Altona, where the police had forbidden a similar demonstration. It passed off most quietly.

LATE TELEGRAMS.

[VIA CEYLON.]

THE ANTI-YELLOW AGITATION.

London, 17th May. A Times telegram from Peking attributes the anti-vellow agitation to German intrigues

LIPTONS, LIMITED.

London, 19th May. Liptons, Limited, have declared a dividend for the year of 7 per cent. A sum of £21,000 tons is placed to depreciation account, £15,000 is put to the reserve, and £6,790 carried forward. CONCERNING THIBET.

London, 14th May. The Times thinks that Mr. Brodrick's statement that the Government will not depart from the policy indicated in the telegram of the 6th November last is too positive. The change in the Anglo-Thibetan relations since then might have warned Ministers that it was intentions too precisely.

Calcutta, 18th May. The Thibetans have mounted at Gyantse Jong more jingals and a four-pounder gun. proved very effective.

They have occupied a monastery two miles north-west of the British p.st. The Dak Sorars Calcutta, 19th May.

A telegram from Gyantse, dated May 14th says:-This morning the Thibetans in the fort mounted, with great ceremony, a small cannon throwing a ball weighing three-and-a-half pounds. There was much shouting, blowing of rumpets and beating of drums. As soon as the first shot was fired, numbers of the enemy jumped on the wall shouting wildly, but when a Maxim was turned on them they quickly

A ball struck the hospital wall. There has been more firing than usual from the fort to-day, and some of it was directed on the working parties strengthening the defences More reinforcements have been observed enter ing the fort. There are some indications that the enemy contemplate cutting our communication in the rear. The parcel post was looted this morning, and four Mounted Infantry carrying letters were fired on by mounted men.

A report has been received that the Thibetan vehicles will suffice to defray the working exarmy is being strengthened. Coptain Ottley, penses and to cover the wear and tear of the with some Mounted Infantry, reconnoitring to plant, whilst the initial outlay will have to be our left, found a monestery very strongly held by the enemy, who had prepared a regular position on the hillside. Captain Ottley estimates their number at several thousand. His small force of men were under a regular blaze of fire. but were fortunately able to retire without casualties.

KODAKS! KODAKS!! KODAKS!!!

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17A, QUEEN'S ROAD CENTRAL (Few Doors East of Hongkong Hotel'

SHIPPING NOTES.

Hongkong, 10th March, 1904.

The s.s. Rubi from Manila reports light Wily winds and fine weather.

The s.s. Afghanistan from Cardiff, last port Durban, reports strong S.S. winds and high sea from Durban to the Sunda Straits, thence to Hongkong light variable winds and smooth sea. The s.s. Lai Sang from Singapore reports mederate S.W.'ly winds and S.W. swell to

The s.s. Changsha from Japan reports light variable breezes and clear till approaching Turnabout, when it became foggy; the weather cleared, however, shortly afterwards.

MISCELLANCOUS The s.s. Tientein arrived from Karatsu yes-

The s.s. Pitsunulok, from Bangkok, has L800 tons of rice and 200 tons of timber for Messrs. Butterfield and Swire.

The s.s. Johanne arrived from Haiphong vesterday with 1,200 tons of cargo for Messrs

The s.s. Phuyen arrived from Hongay vesterday with 2.000 tons of coul for Messrs. The s.s. Afghanistan arrived from Cardiff yesterday with 4.700 tons of coal.

yesterday with 800 tons of coal for Chinese. NEW P. & O. LINER.

The s.s. Danmar arrived from Tourance

The P. & O. Macedonia is now on her maiden voyage to Australia, though she has been once before as far as Bombay. She is a sister boat to the Marmora, Moldavia, and Mongolia, all of which mammoth passenger boats were launched last year. The Macedonia was built at Belfast by Messrs. Harland and Wolff, and is of 10,500 tons burthen. She is 530 feet long, 60 ft. broad, and 37 deep. She has accommodation for 377 first-class and 187 second-class passengers. The ship is most luxuriously fitted, and the decorations of the saloons, music, and smoking rooms are worthy of remark. WHITE STAR LINE.

Supplementing their passenger service from Liverpool to Australia the White Star Line have commenced a new service of freight steamers from Liverpool to the Colonies. At the present time they have five of their liners, via., Afric. Medic. Persic. Runic and Sucvice running a regular monthly passenger service. and the new freight service was inaugurated by the steamer Cufic sailing from Liverpool on May 21st, and she is to be followed by the steamer Tropic this month. Both of these vessels are of 8,200 tons, fitted with twin screws, and built by Messrs. Harland and Wolff, of Belfast. They were formerly Leyland liners, and have been taken over by the White Star Line. They will go direct from Liverpool, via the Cape of Good Hope, but will not call at any of the South African ports, as is the case with the passenger.

THE "MARGRONGER."

Another captured Russian steamor—the Chinese Eastern Railway Company's Manchuria-has been turned by the Japanese into a transport. She will be run by the Osaka Shosen Kaisha. The Manchurla is 2,981 tons, built in 1901, and has been insured in London for £64,000 against marine perils, free of particular average unless caused by the usual exceptions. The war risks are not insured. This makes the fifth Russian steamer which is employed in the Japanese transport service.

THE MERCAPTHE MARINE.

The British Empire possesses an immense preponderance over the rest of the world in potential sea-carrying power. Three elaborate tables have been carefully compiled from Lloyd's Register and official sources, and the figures are eloquent of the Empire's commercial expansiveness. Their net result is to show that whereas in 1894 the potential carrying power of the British mercantile pavy, steam and sail, exceeded that of the rest of the world by 2.556.000 tens, in 1903 the excess was 3,384.000

For the year 1903-4, the half dozen leading nations are estimated to show the following total tomages of merchant steamers of from 12 to 20 knots speed.

United Kingdom4,286,121 United States 720,067 France 548,579 Russia 147,976 Spain..... 100,597

These figures are arrived at on the most con-

servative estimate, and several circumstances which tend to increase the extent of British preponderance have been left out of account. For instance, the sailing vessels of all nationalities have been reckoned of equal value ton for ton, whatever their speed; a material cencession to the foreign side of the argument, OCCUPYING THE SPACE OF A seeing that British sailers are notoriously faster than non-British ones. Then, in computing the United States total tonnege, it has been necessary to include a large amount which is not adapted for soa-carrying, but only for coasting and traffic-a class of vessel that is practically non-existent in the British mercantile navy.

THE BRITISH SAILOR,

Re the decline of the British sailor, the following amusing story is related by the Liverpool Daily Post :- The skipper of the tramp steamer Bumping Billy was engaging a new crew. "What's your name?" he said to the foremost applicant. "Giuse Grinolieri," replied the man. "Evetalian?" "Yees, sair." "Very good; step on one side. And yours?" he went on to the next A. B. "Ivan Ikankoff." "Russian ?" "Polish, sare." "Right; step alongside o' Yewseppy. Next man?" "Wilhelm Zwillangazl." "German?" "Ja." "Very good; over you go. Next?" "Manoel Oliveira, I Portuguese seaman, senor." "Step over then, Manniwel. Next?" "John Thompson, sir." "What?" "John Thompson, sir." "What in th-thunder-what-the-what nationality?' screamed the horrified shipmaster. "English,

sir." replied the man. For a full half-minute

the unhappy skipper stood speechless, his

countenance turning from purple to orange,

and from orange to grey; and then, with a

gurgling gasp of " English, by Gum!" tottered,

staggered, and fell prone upon the ground.

TRADE TELEPHONE No. 135.

MARK

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE PLEASING POPULAR PALATABLE PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & (3).

42. QUEEN'S ROAD CENTRAL.

THE

ROBINSON IANO Co. LD.

INVITE INSPECTION OF SOME

SPECIALLY FINE

SAMPLES

UPRIGHT PIANOS

STUART. &c.

GRANDS

BY WINKELMANN

(ESTAB 1837)

THEY ARE ONLY 5 FEET LONG.

APPEARANCE AND TONE OF A

COTTAGE, BUT WITH THE FINE

Hongkong, 23rd May, 1904. DR. NEWELL WILSON. DE. WILLIAM DANEL

DENTISTS.

Latest American Methods.

- Reasonable Fees.

FULL GRAND.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong, 18th February, 1904,

THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address : PRESS. Codes: A.B.C., 5th Ed.

P.O. Box, 33. Telephone No 12.

NEW ADVERTISEMENTS HAMBURG-AMERIKA LINIE.

FOR SHANGHAL (Taking Cargo at through rates to TSINGTAU).

THE Steamship

"LYEEMOON." Captain Th. Lehmann, will be despatched for the above port on THURSDAY, the 9th inst., at 3 P.M.

This Steamer has superior accommodation for First and Second class passengers. For Freight or Passage, apply to SIEMSSEN & CO., Agents.

Hougkong, 6th June, 1904. THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE AND COPENHAGEN. THE Danish Steamer

"PRINSESSE MARIE," Captain Berentzen, will leave for the above ports on WEDNESDAY, the 6th July. For Freight or Passage, apply to MELCHERS & CO.,

Hongkong, 7th June, 1904, JAVA-CHINA-JAPAN LIJN.

FROM YOKOHAMA, KOBE AND MOJI. HE J. C. J. Lijn Steamship

'TJILATJAP,' Captain Koops, having arrived from the above ports. Consignees of Cargo are

hereby informed, that their Goods are being and proper bond. landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to reut. All Claims for damage must be sent in before

the 10th inst., or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

The steamer will be despatched, for Batavia, Samarang, Soerabaia and Macassar on Wednes. day, 8th inst.

Head Agency of the JAVA-CHINA-JAPAN LIJN. Alexandra Buildings. Hongkong, 6th June, 1904.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS. FROM ANTWERP, MIDDLESBRO'. LONDON AND STRAITS.

THE Steamship "GLENFARG." having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited at Kowloon, where

mark, and delivery can be obtained at accurate the Goods are lauded. Goods not cleared by the 13th inst., will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW. Hongkong, 6th June, 1904.

GOVERNMENT BILLS.

FINDERS for SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on the 8th June,

The Tenders to state the total amount (in Pounds Sterling) and the amount for which . each Bill should be drawn, but no Bills will be

issued for less than £100. The Tenders to be in Duplicate, and in Sealed Covers, addressed to the CHIEF PAYMASTER. Army Pay Department, and endorsed "TEN-DERS FOR GOVERNMENT BILLS." The right to accept or reject any or all of the

Tenders is reserved. Copies of Forms of Tender can be had on

GEO. H. FERRIER, Colonel, A.P.D. H.M. Treasury Chest Officer. His Majesty's Treasury Office. Fleicher Street.

Hongkong, 31st May, 1904. INDO-CHINA STEAM NAVIGATION

COMPANY, LD. PPLICATION has been made to the

General Managers of this Company to issue to RUSSO-CHINESE BANK of Hongkong duplicate certificates of 200 shares in the above Company or other certificates in lieu thereof upon the Statement that the original certificates, viz.

No. 69 for 25 shares No. 379 , 50 ,, No. 380 , 50 , No. 550 , 25 , No. 873 , 50 ,

have been lost or stolen. It is not known if such cortificates were issued by the office of the Company in the Colony of Hongkong or by the office in London, and consequently the numbers of the pany held on the 31st of May, 1904, will be

shares cannot be given. Notice is hereby given that if within 30 days from the date hereof no claim or representation in respect of such original certificates is made to the General Managers they will then proceed to deal with such application for a creation of Thirty Thousand New Shares of | 66 H EIGHTOR," the PEAK.

duplicate. JARDINE, MATHESON & CO., General Managers. Hongkong, 1st June, 1904.

INTIMATIONS THEATRE ROYAL.

Under the Direction of Miss FANNY STANLEY FOR A FEW NIGHTS ONLY.

FANNY STANLEY'S COMIC OPERA & DRAMATIC COMPANY.

25 ARTISTES. 25 ARTISTES. GRAND OPENING NIGHT-TO-MORROW (WEDNESDAY), June 8th, The Delightful Comic Opera in 3 Acts, "DOROTHY."

THURSDAY, JUNE 9th ; 'Phe Great Adelphi Nautical Drama in 5 Acts. "HARBOUR LIGHTS." FRIDAY, JUNE 10th :-

Comic Opera, "THE NAUTCH GIRL." SATURDAY, JUNE 11th: Emotional Drama in 5 Acts,

"EAST LYNNE! Miss FANNY STANLEY in her Grand Impersonation as Lady Isable and Madame Vine.

MONDAY, JUNE 13:b: Comic Opera. "LA MASCOTTE." TUESDAY, JUNE 14th;

Comic Opera, "MIKADO." in its Entirety. All New Scenery and Costumes. Prices 3, 2 & 1 Dollars.

Plan Now Open at ROBINSON PIANO COMPANY. Doors Open 8.30, Overture 9 P.M. Late trams will run after each performance, also Launch for Kowloon. Representative, T.

Hougkong, 4th June, 1904, WANTED. MARTNER for an Old Established Civil and Mining Engineer, Architect and

Surveyor business in Manila, P.I. FNGINEER, Apply-Care of Daily Press Office.

Hongkong, 1st June, 1904. WANTED.

VACANCY in a Large Company is open to a man who can give good references VACANCY,

Care of Daily Press Office. Hongkong, Ist June, 1904. WANTED.

Y an English Speaking Chinese Gentleman, D a Situation as PRIVATE SECRETARY and INTERPRETER to English or American Tourists travelling in China or elsewhere. Moderate salary. Best references.

. Apply to-Care of Daily Press Office. Hongkong, 16th May, 1904. SITUATION WANTED.

DY a LADY, Conversant with SHORT HAND and TYPEWRITING a Position in an Office. Previous Experience. Letters to-BOX 111.

Care of Daily Press Office. Hongkong, 6th June, 1904.

WANTED. Y a Gentleman, LESSONS in GERMAN.

one hour a day, 7 to 8 A.M. State terms. Apply to— Care of Daily Press Office. Hongkong, 3rd June, 1904.

ESTABLISHED 1820.

C. LAZARUS & CO.

BILLIARD TABLE MANUFACTUREES. 60 & 61, BENTINCK STREET,

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Sole Makers of the

STANDARD INDIAN BILLIARD TABLE

A reputation of over EIGHTY YEARS maintained against all competition, and the Standard

Billiard Table stands to-day UNRIVALLED, PERFECT IN DESIGN.

ACCURATE IN CONSTRUCTION. MODERATE IN PRICE. EXCELLENT THROUGHOUT.

Price List on Application to the "Hongkong DAILY PEESS" Office.

PUBLIC COMPANIES

THE CHINA LIGHT & POWER COMPANY, LIMITED.

THE THIRD O DINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the COMPANY'S

OFFICES, No. 14, Des Vœux Road, Victoria, on THURSDAY, 9th JUNE, 1904, at 11.30 A.M., for the purpose of receiving Statement of Account, and the Report of the General Managers for the year ending 29th February, 1904, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLUSED from MONDAY, 6th, to THURSDAY, 9th JUNE, both days inclusive. SHEWAN, TOMES & CO., General Managers.

Hongkong, 30th May, 1904. 1377

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the OFFICES of the COMPANY in ALEXAN-DRA BUILDINGS, on WEDNESDAY, the 15th of JUNE, 1904, at 11 A.M., when the subjoined resolution which was passed at an Extraordinary General Meeting of the Com-

submitted for confirmation as a Special Resolu-That the Capital of the Company be increased to Nine Hundred Thousand Dollars by the Ten Dollars each.

A. H. MANCELL, By Order, Secretary. Hongkong, 31st May, 1904.

NOTICES OF FIRMS NOTICE.

MR. E. DURLACH is Authorised to Sign our Firm per procuration in Heihow and Pakhoi from this date. A. SCHOMBURG & CO. Hoihow and Pakhoi, 1st June, 1904.

NOTICE. NOTICE IS HEREBY GIVEN that CHING SING WOON and CHUN ON, COMPRADORE and ASSISTANT COMPRADORE respectively to the undersigned, will CEASE to be EMPLOYED by our Firm on 1st August, 1904. No payment of moneys due to our Firm should be made to the said CHING SING WOON and CHUN ON after the date of this notice.

All persons having any debts, claims or demands against the undersigned are requested to send in particulars thereof in writing before 15th June, 1904.

HAJEE ADAM ESMAIL & CO. Hongkong, 1st June, 1904. JAVA-CHINA-JAPAN LIJN.

THE HOLLAND-CHINA TRADING I. COMPANY have CEASED from today to act as my AGENTS, and the Agency will henceforth remain in my own hands. HEAD AGENT,

JAVA-CHINA-JAPAN LIJN, Alexandra Buildings. Hongkong, 2nd June, 1904, NOTICE.

THE Business of GENERAL STORE. KEEPER carried on by me at No. 6 Queen's Road Central, has been sold to Messra. A. CHAZALON & CO., who will carry on the same under their own name from date. G. GIRAULT.

Hongkong, 1st June, 1904. NOTICE.

TAUKUZO SANO having from the 1st June, 1904, purchased the business of M. MUMEYA," Photograph Gallery, 2nd Floor, 8a, Queen's Road Central, All Debts due to and by M. MUMEYA up to the 1st June, 1904, will be received and paid by M. MUMEYA, and the business will be continued by FUKUZO SANO under the same style of

M. MUMEYA," FUKUZO SANO. Hongkong, 4th June, 1904.

NOTICE TO SHIPPERS. FITHE NIPPON YUSEN KAISHA are

prepared, during suspension of their Trans Pacific Service and until further notice; to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVER. LAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP nd TOWBOAT CO.'S, OCHAN S.S. CO. and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road. A. S. MIHARA.

Hongkong, 20th May, 1904. COLD STORAGE.

FRIHE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Co., Storage available at East Point. Stores wilf. be Open at 10 A.M. and 4 P.M. daily, Sundays

Hongkong, 18th November, 1901.

excepted to receive and deliver perishable goodes. TO LET

TO LET. OND and 3ED FLOORS, No. 35, QUEEN'S

ROAD CENTRAL; suitable for Office. Apply to-WING CHEONG, 35, Queen's Road Central. Hongkong, 3rd November, 1903.

TO LET. ST and 2ND FLOORS, No. 36, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to-THE YEE WO. Nos. 49 & 51, Queen's Road Central. Hongkong, 23rd May, 1904.

TO LET. MURNISHED HOUSE, in Seymour Terrace. OFFICES, CENTRAL POSITION. And others to suit various requirements.

S. A. SETH Land and Estate Broker. The Dairy Farm Co., Ld. Hongkong, 4th June, 1904.

TO LET.

T ARGE AIRY ROOMS, suitable for

Offices, in Des Vœux Road Central. Two Rooms from 1st May, 1904, and One Room from 1st June, 1904. For Terms, apply to-A. G. I. S.,

Care of Daily Press Office. Hongkong, 28th April, 1904. HONGKONG CLUB.

TO LET. SUITE of TWO ROOMS, on the Ground Floor of the Annex, snitable for Offices. For particulars apply to the undersigned.

C. H. GRACE, Secretary. Hongkong, 4th June, 1904.

TO LET, FIRST-CLASS

European Style, in Kowleon. Possession on or about 31st August, 1905 Moderate Rentals.

Apply to-HUMPHREYS' ESTATE

FINANCE CO., LD, Hongkong, 29th March, 1904. TO LET. Immediate Possession—for 18 months.

Hongkong, 27th April, 1904.

Apply to-JEBSEN & CO. TO LET.

TO LET

FRIHE BANK OF TAIWAN (FORMOSA,) TO. 1. RIPON TERRACE (in FLATS). No. 4, RIPON TERRACE.

(INCORPORATED BY SPECIAL IMPERIAL No. 17, WONG-NEI-CHONG ROAD AUTHORISED CAPITALYon 5,000,006 PAID-UP CAPITAL ,, 2,500,000 HEAD OFFICE: TAIPEH, FORMOSA.

facing Race-course. FLATS in MORETON TERRACE, facing the Polo Ground. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIEE).

GODOWNS; PRAYA EAST. "ROSENEATH," KOWLOON. No. 3, CLIFTON GARDENS, Conduit

THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 21st May, 1904.

TO LET. THE premises known as Alexandra House

No. 34, QUEEN'S ROAD CENTRAL, 2ND FLOOR, suitable for Private Hotel or Offices. Also Large and Spacious Offices on the 1st Floor of same address -YEE SANG FAT,

apposite to Post Office. Hongkong, 4th June, 1904.

TO LET.

TATAVERLEY HOTEL, No. 8, ICE HOUSE STREET. The EYRIE (PEAR). No. 3, CAMERON VILLAS (PEAK). ALEXANDRA BUILDINGS, Rooms SAN FRANCISCO, WASHINGTON, MEXICO, on the Top Floor.

BELILIOS TERRACE, Nos. 10, 13 & 21. WESTWARD HO, Top Floor only. QUEEN'S ROAD CENTRAL, TWO ROOMS, over Achee & Co. No. 3, SEYMOUR TERRACE (Furnished).

Apply to-LINSTEAD & DAVIS. Hongkong, 6th June, 1904.

TO LET. ODOWN, No. 32B, PRAYA EAST. Nos. 15, 17 & 19, SEYMOUR ROAD.

Nos. 74, CAINE ROAD. Apply to-COMPRADORE DEPARTMENT Nippon Yusen Kaisha.

Hongkong, 5th March, 1904. TO LET. NE SPACIOUS NEW GODOWN very suitable for Dry Goods.

Apply to-W, LYSAUGHT. 153, Wanchai Road. Hongkong, 3rd December, 1903.

ORD FLOOR, suitable for Office.

Apply to-WING CHEONG. 35, Queen's Road Central. Hongkong, 3rd June, 1904.

TO LET. TAIRST-CLASS FURNISHED ROOMS, I with or without Board, close to Post Office and Banks.

N. N. 98, App'y to-Care of Daily Press Office. Hongkong, 10th May, 1904.

NO IL KNUTSFORD TERRACE. Apply to-THE HONGKONG LAND INVEST-

MENT AND AGENCY CO., LD. Hongkong, 26th April, 1904.

1097 Hailar TO LET. URNISHED QUARTERS in Wyndham

Street, for a quiet bachelor. 350. Apply to-Care of Daily Press Office. Hongkong, 31st May, 1904.

TO LET. FURNISHED OR UNFURNISHED 66 HELTONDALE," Mount Gough, from 1st June next. Very suitable for 3 or

Bachelors. Apply to-T. C. GRAY, Hongkong, 26th May, 1904.

TO LET. MOMFORTABLY FURNISHED ROOM with use of BATHROOM. Lower level, in cool and healthy locality. Apply-Care of Daily Press Office.

Hongkong, 28th May, 1904. TO LET. NYO. 1, STEWART TERRACE, the Peak. Apply to-THE HONGKONG LAND INVEST

MENT AND AGENCY CO., LD. Hongkong, 28th March, 1904. TO LET (Immediate Possession). NTO. 11, GAGE STREET, Eight Rooms

and Godown. Apply to-C. F. DE CARVALHO, Care of Hongkong Bank. Hongkong, 4th May, 1904. BOARD AND RESIDENCE

"TANG YUEN," BOARDING ESTABLISHMENT. European Supervision. Excellent Cuisin and Accommodation. MANAGERESS,

Macdonnell Road FAIRALL & CO., Queen's Road Hongkong, 2nd March, 1903. BOARD AND RESIDENCE.

RS. GILLANDERS. "GLENWOOD, 27, CAINE BOAD. Hongkong, 19th March, 1904.

BOARD AND RESIDENCE. COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER, 2. Pedder's Hill. Hongkong, 1st January, 1892.

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LIMITED.

'CHARTER.)

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The Corporation transacts every description

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CAPITAL contributed by CHINESE

(EQUIVALENT TO......£2,150,000 Stg.)

RESERVE FUND....... Roubles 2,060,000

SPECIAL RESERVES Roubles, 1,700,000

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Anstalt für Handel Gewerbe.

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Local Bills discounted.

the world bought and sold.

Hongkong, 14th July, 1903.

Newchwang

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BANKERS.

PARIS-Compteir National d'Escompte de

VIENNA-K. K. Priv. Oesterr. Credit

Special facilitiesfor, Russian exchange.

HONGKONG BRANCH

IN PRINCES' BUILDINGS ARE BUING BUILT),

VICTORIA HOTEL BUILDINGS!

Ice House Street.

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INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE-LONDON.

On Fixed Deposits for 12 months 4 per cen.

THE MERCANTILE BANK OF

AUTHOBISED CAPITAL£1,500,000

SUBSCRIBED 1,125,000

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INTEREST allowed on Current Accounts at

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ON FIXED DEPOSITS :-

For 12 months......4 °

EVAN ORMISTON,

Manager.

PAID-UP

Reserve Fund.....

Hongkong, 23rd May, 1903.

INDIA, LIMITED.

T. P. COUHRANE,

Manager.

RESERVE LIABILITY OF SHARE-

Hongkong, 19th May, 1924.

AUSTRALIA AND CHINA.

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Kirin

Kobe

BlagowestchenskKiachta

Andijan

Batoum

Bodnibo

Büsk

Chefoo

Boukhara

Hakhodate

Hongkong

Irkoutsk

Kashgar

Kalgan

Hankow

Harbin

Khabarovsk Port Arthur

KwantchendzeThougoutchak

Krasnolarsk Tchita

Moukden Tientsin

Samarkand

Shanghai

Stretensk

Tachkent

Tsitsikar

Verniy

Vladivostock

Zeiskaia Pristan

Yokohama

Tielin

Hongkong, 15th December 1903

CHARLES R. SCOTT,

Manager.

rates which may be ascertained on application.

NATIONAL PROVINCIAL BANK OF ENGLAND

S. SHIGENAGA, Manager:

annum on the daily balance.

Hongkong, 2nd February, 1903.

BANKS THE REUTSCH-ASIATISCHE BANK

PAID-UP CAPITAL.....Sh. Taels 5,000,000 HEAD OFFICE-SHANGHAL. BOARD OF DIRECTORS BERLIN.

BRANCHES: . Calcutta' Berlin Tsingtau (Kiautschou) Tientsin

LONDON BANKERS: Messrs. N. M. Rothschild & Sons, THE UNION OF LONDON AND SMITHS BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. H. FIGGE,

Manager. Hongkong, 4th October, 1902. TMPERIAL BANK OF CHINA

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Hongkong, 3rd June, 1904.

THE SIBERIAN RAILWAY.

tion, Prince Khilkoff, last month handed in to on foot in marching order or, in cases of bad the Emperor an instructive report on the condi- weather or of excessive fatigue on the part of tion of the Siberian Railway. According to the soldiers, in sledges. A halt was made at the present arrangement, the line from the half-way station, where warm food of good Cheliabiusk to Irkutsk will permit of the quality was provided. Prince Khilkoff asserts passage of ten pairs of trains, of which two pairs | that during the whole of his stay on Lake Baikal will be passenger trains and the remainder goods | no serious cases of frost-bite occurred among trains of verious kinds. Since February 14th | the soldiers. 200 locomotives and over 2,000 ceaches have | The most interesting section of the report is been sent over the line from European Russia that relating to the construction of a line of for the purpose of increasing the rolling stock | rail across the lab. Prince Khilkoff and his beyond Lake Baikal. The line has, moreover, assistants had to contend against peculiar had to carry loads of building material for the difficulties. Owing, as it seems, to volcanic Circum-Baikal line, as well as provisions for disturbances in the bed of the lake, fissures and the inhabitants of the villages along the route, hummocks were constantly forming on the ice, which in consequence of the sudden constitution and the problem was so to construct the railway of ordinary commercial traffic had been that it should not be liable to be torn up at any deprived of many of the first necessities of life. | moment by the sudden formation of a fissure. The number of sidings is being increased, and The method adopted was to lay a number of it is expected that by the beginning of the planks crosswise over the places where fissures summer the transit capacity of the line will be were likely to occur and upon the pile to place raised to 11 pairs of trains.

On the Trans-Baikal line the difficulties con- bility of a violent wrench was prevented. nected with the supply of water and fuel are After the railway had been laid and the work of considerable. The rivers in the neighbourhood drawing wagons across had been begun another freeze in winter almost to the bottom, and serious hindrance was discovered in the fact that though experiments in boring artesian wells the fissures, which had hitherto formed without have in some cases, as at Chuti, proved success- exception in a direction transverse to the line, ful, it is generally only possible to secure water now began to run parallel to the rails. By this by boring to a very great depth. Up to the sudden change in the direction of the fissures the present the line has been able to carry, from line was endangered for a distance of 20 versts Tankhoi to the Chinese border, six pairs of so that it became necessary to remove a contrains. During Prince Khilkoff's stay at Lake | siderable section to a safe distance. On March Baikal he was able, by taking measures for the 19, when the security of the line was finally construction of 11 fresh sidings and for the provision of a regular supply of fuel, to secure that the number of pairs of trains on the line shall be increased to nine, of which six pairs four days. Up till the time of Prince Khilkoff's are to be military trains, one pair mail and departure from the lake 2,013 goods vans and passenger trains, and two pairs trains for the transport of building material and fuel as well as of articles of primary necessity for the inhabitants of the Trans-Baikel region.

od during the winter by means of the icebarracks were erected at intervals of six versis, Lanterns were placed at intervals of a verst, and men were posted at various points on the lake to construct temporary bridges and hoist signals in case of the sudden appearance of a fissure in the ice. The railway authorities had at their disposal 3,000 horses, and private sleigh drivers were allowed to ply on the lake provided they adhered to a fixed turiff. The total number known best and most economical steam Coal in of passengers thus transported across the lake from January 25 until March 12 was 16,076, of whom 9,045 travelled in an easterly and 7,031 in a westerly direction. The amount of goods carried during the same time was 2,309 wagon loads from Baikal Station to Tankhoi and 313 wagon loads in the opposite direction, weighing in all about 1.500,000 poods (24,000 tons).

Prince Khilkoff describes in detail the method of transporting troops across the ice. Immediately upon the arrival of a body of troops at Baikal Station inquiry is made among the soldiers as to those who may be in particular need of warm clothing, and distribution is made from the stores supplied by the Empress and the Empress-Dowager, by the Red Cross Society, and by private persons. In many instances officers have arrived at the station so poorly supplied with warm clothing that they have been glad to avail themselves of the fur clooks provided. All the soldiers of the reserve have been furnished with winter outfits, but it was

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vent their selling or exchanging their clothes The Russian Minister of Ways of Communica- for brandy. The soldiers crossed the ice either

found necessary to take strict measures to pre-

the sleepers and rails. In this way the possiestablished, the work of transporting locomotives for the line beyond Lake Baikal wasbegun, and 65 locomotives were taken over in trucks, 65 locomot'ves, and 25 passenger coaches crossed from the western to the eastern shore of the lake.

The concluding section of the report draws The transport across Like Buikel was effect- lattention to the difficulty caused by the sudden manifestation on the part of the lab urers of a breaker and a horse route. The ics-breaker disposition to abandon work "in consequence of began work on January 17, the horse transport | heavy strains and the severe conditions of the two days earlier. Along the horse route work generally." The difficulty was met by securing, with the permission of the Minister of each structure containing a restaurant. War, the services of soldiers of the Irkutsk garrison, the ardour and courage of whom inspirited the disheartened workmen. Prince Khilkoff concludes his report of a novel experiment by expressing his warm appreciation of the loyalty and energy of his assistants.



3583 - 1

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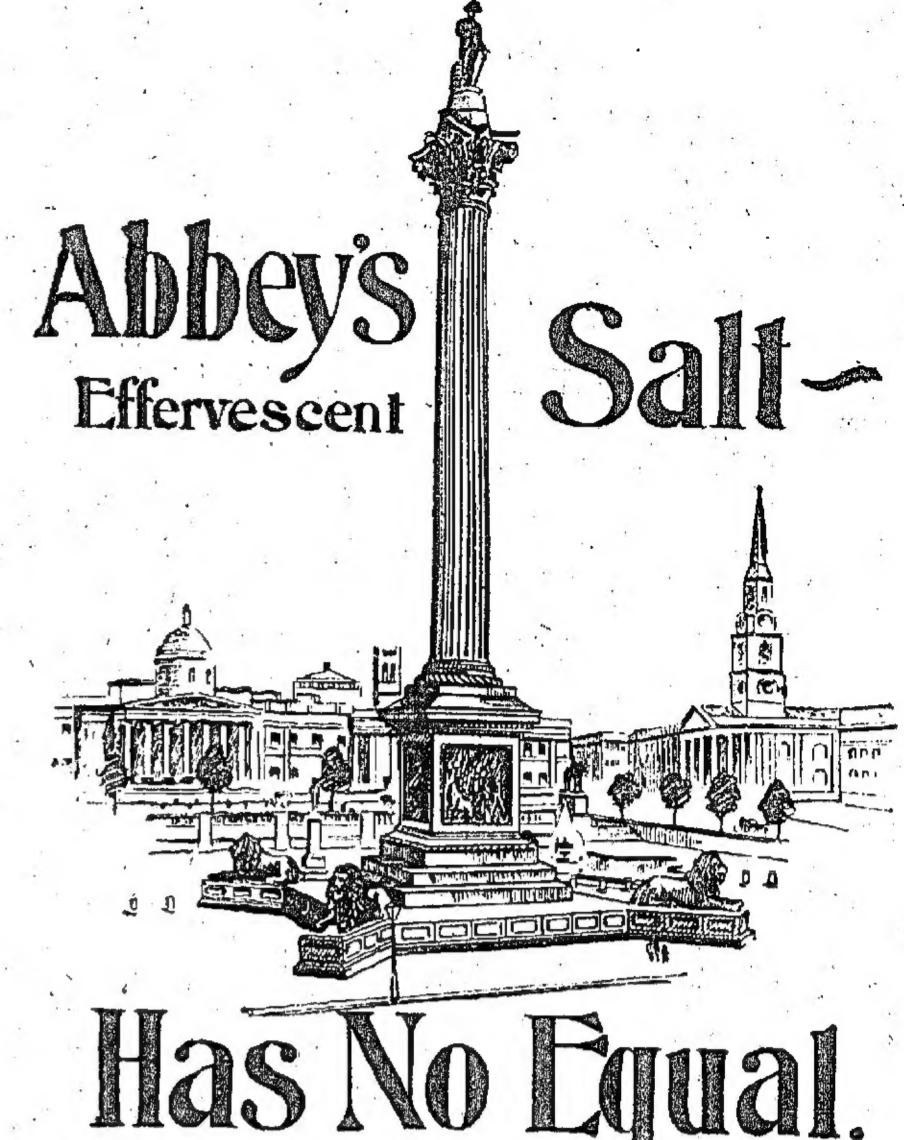
MAAP OF THE SIKIANG or WEST RIVER From Hongkong to Wuchowfu, Showing the Ports and Calling Places Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents. Cash. Hongkong, 1st april, 1897

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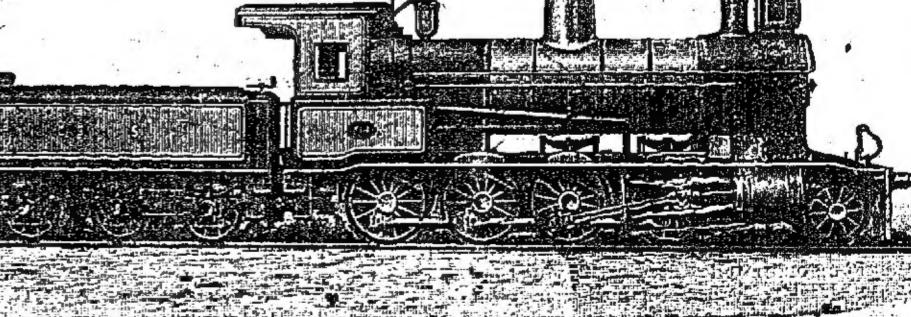
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6th June. BIANCA, Greman str., for Nicolaesk. CHANGCHOW, British str., for Canton. CHIHLI, British str., for Tientsin. CHIYUEN, Chinese str., for Shanghai DAGMAR, Norwegian str., for Canton. MACHEW, German str, for Bangkok, NANTANG, Gorman str., for Chofoo. WUCHANG, British str., for Shanghai.

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Street. The Steamer runs an Excursion Trip Every Bunday, and takes only 32 hours to reach Macao. MING ON & CO., 2nd Floor, 16, Victoria Street. Hongkong 8th September, 1903.

VESSELS ADVERTISED AS LOADING.

PERSEL'S NAMES FLAG TO BE DESPATCION CAPTAIN FOR FREIGHT APPLY T. DEUCALION Brit. str. To-day. LONDON & ANTWERP About 8th inst. LONDON & ANTWERP, VIA SINGAPORE, &C. PERA Brit. str. A. L. Valentini P. & O. S. N. Co. 18th inst., at Noon. J. M. Montford P. & O. S. N. Co. LONDON, &C., VIA PORTS OF CALL COROMANDEL ... Brit. str. AGAMEMNON ... Brit. str. LONDON & ANTWERP..... Butterfield & Swife ****** ******* *** YANGTSZE Brit. str. BUTTERFIELD & SWIBE ... LONDON & ANTWERP..... BUTTERFIELD & SWIRE ... Kintuck Brit. str. LONDON & ANTWERP. 2nd Aug. MOYUNE Brit. str. BUTTERFIELD & SWIEE LONDON & ANTWERP GIBB, LIVINGSTON & Co MARSEILLES, LONDON & ANTWERP BENMOHR Brit. str. | Webster About 11th inst. MESSAGERIES MARITIMES 14th inst., at I P.M. MARSEILLES, &d., VIA PORTS OF CAZI..... AUSTRALIEN ... Frenistr. Verron MELCHERS & Co. MARSEILLES, HAVRE& COPENHAGEN P. MARIE Dan. str. Berentzen MELCHERS & Co. BREMEN, VIA PORTS OF CALL SACHSEN Ger. str. R. Pesch HAMBURG-AMERIKA LINIF 14th inst HAVRE, BREMEN & HAMBURG SEGOVIA Ger. str. Förck HAMBURG-AMERIKA LINIE 28th inst. BATAVIA Ger. str. Dempwolf ... HAMBURG DIRECT HAMBURG-AMERIKALINIE 6th July HAVRE & HAMBURG NURNBERG Gor, str. Jaburg HAVRE & HAMBURG C. FERD LAEISZ Ger. str. | Sachs...... HAMBURG-AMERIKA LINE 26th July. HAMBURG-AMERIKA LAND 10th Aug. HAVRE & HAMBURG BADENIA Ger. str. Roorden SANDER, WIELER & Co. ... TRIESTE, &c., VIA SINGAPORE, &c. VINDOBONA ... Aus. str. | Cobol...... BUTTERFIELD & SWIRE ... GENOA, MARSEILLES & LIVERPOOL TEENKAL Brit. str. Brit. str. GENOA, MARSEILLES & LIVERPOOL KEEMUN Brit. str. BUTTERFIELD & SWIRE ... About 9th inst. NEW YORK, VIA PORTS & SUEZ CANAL SATSUMA...... Brit. str. NEW YORK, VIA SUEZ CANAL SENECA Brit. str. About 15th inst. STANDARD OIL CO. About 18th inst. DURBAN COURTFIELD ... Brit. str. Martin GIBB, LIVINGSTON & Co... VANCOUVER, VIA SHANGHAI, &c. E. OF INDIA ... Brit. etc. 22nd inst. CANADIAN PACIFIC R. Co. VANCOUVER, VIA SHANGHAI, &c..... ATHENIAN ,..... Brit. str. CANADIAN PACIFIC R. Co. 20th July. VICTORIA (B.C.) & SEATTLE VIA N'BARI, &c. STENTOR Brit. str. BUTTERFIELD & SWIRE VICTORIA (B.C.) & TACOMA VIA JAPAN...... TREMONT Brit. str. -T. W. Garlick .. Dodwell & Co., Limited PORTLAND & ASIATIC CO 14th inst. FORTLAND, OREGON Brit. str. Schuldt Brit. str. Schuldt AUSTRALIAN PORTS CHANGSHA Brit. str. To-day. BUTTERFIELD & SWIRE . About 10th inst. YOKOHAMA, VIA SHANGHAI, MOJI & KOBE SARDINIA Brit. str. | C. C. Talbot P. & O. S. N. Co. KOBE CHINGTU Brit. str. BUTTERFIELD & SWIRE .. 16th inst. To-day, at 4 P.M. BUTTERFIELD & SWIRE ... SHANGHAI..... Brit. str. Brit. str. SHANGHAI..... Ger. str. Th. Lehmann 9th iest., at 3 P.M. SIEMSSEN & Co. About 16th inst. BENGAL Brit. str. G. Philipps P. & O. S. N. Co. Quick despatch, SHANGHAI, NAGABAKI, HIGGO& YOKOHAMA SETDLITZ Ger. str. C. Dewers..... MELCHERS & Co. To-morrow, 4 P.M. KWEIYANG Brit. str. BUTTERFIELD & SWIRE .. NINGPO & SHANGHAI..... To-morrow, 10 A.M. OBAKA SHOBEN KAISHA ... TRIUMPH...... Jan. str. A. Hansen FOOCHOW, VIA SWATOW & AMOY OSAKA SHOSEN KAISHA 12th inst., 10 A.M. M. STRUVE Jap. str. T. Brandt FRITHJOF Jap. str. H. A. Haraldson OSAKA SHOSEN KAISHA .. 19th inst., 10 A.M. TAMSUI, VIA SWATOW & AMOY 15th inst., 10 a.m. Jap. str. H. Kraft :..... Osaka Shosen Kaisha .. TRITOS..... ANPING, VIA SWATOW & AMOY HAITAN Brit, str. Roach To-day, at 11 A.M. Douglas Lapraik & Co. SWATOW, AMOY & FOOCHOW BUTTERFIELD & SWILE To-morro w. 4 P.M. TEAN Brit. str. MANILA Brit, str. R. W. Almond., SHEWAN, TOMES & Co. .. 11th inst., 10 A.M. MANILA DIRECT Robi About 13th inst. Brit. str. T. W. Garlick... DodWELL & Co., LD. TREMONT MANILA 18th inst., 10 A.M. Brit. str. A. Frazer; ZAFIRO SHEWAN, TOMES & Co. ... MANILA DIRECT 9th inst., at 4 P.M. SUNGKIANG Brit. str. BUTTERFIELD & SWIRE ... CEBU & ILCILO Quick despatch. MELCHERS & Co. ... BORNEO Ger. str. Spiessen KUDAT & SANDAKAN..... SINGAPORE, PENANG & CALCUTTA ... G. APCAR Brit. str. J. G. Olifent .. DAVID SASSOON & Co., LD. 9th inst., at 3 P.M. BOMBAY, VIA SINGAPORE & PENANG CAPRI Ital. str. Belsito CARLOWITZ & Co. 10th inst., Noon.

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA-PORE AND PENANG. Having connection with Company's Mail Stea-

mers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITER-RANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI," Captain Belsito, will be despatched as above on FRIDAY, the 10th instant, at Noon. At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 1st June, 1904. "SOUTH AFRICAN" LINE OF STEAMERS.

FOR DURBAN.

FITHE Steamship "COURTFIELD," Captain Martin, will be despatched as above on

or about the 18th June. Cargo to be loaded 10th to 15th June. For Freight, apply to GIBB, LIVINGSTON & CO.,

Agents. Hongkong, 31st May, 1904. HONGKONG-CANTON LINE.

THE British steamship

"YING KING," Capt. Wm. Robinson, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled. Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING,

at 9 P.M. and returning from Canton every following evening at 5 P.M. 1st Class ... \$3.00 for Single journey , ... 1.50 ... 1,00 each.

The steamer's wharf is at the Western end of Wing Lok Street. YUR ON S.S. CO., LD. No. 216, WingLok Street.

Hongkong, 27th February, 1904. MESSAGERIES CANTON NAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE. THE Commodious Steamer "PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual; The S.S. "CHARLES HARDOUIN." Captain Merlin, leaves Hongkong on MON-DAYS, WEDNESDAYS and FRIDAYS, at

the usual hour. These two magnificent and up-to-date steamers are lighted with Electricity. The Salcon is under European Supervision. First Class European ... \$8.00 Second Class European ... \$3.00 First Class Chinese \$1,50 Second Class Chinese ... Deck

The Company's Wharf is at the end of Queen Street, Praya West. For further particulars, apply to J. LANDOLT, Agent, The Pharmacy, Queen's Road Central. Hongkong, 23rd March, 1904.

THE new and fast Twin-Screw Steamer

FOR CANTON.

"SAN CHEUNG," 951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUES-DAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office. First-class Fare, 33 each way. Second-

class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate. CHEUNG ON STEAMBOAT CO., LD., No. 147, Connaught Road Central. Hongkong, 15th March, 1904)

HAMBURG-AMERIKA LINI

OSTASIATISCHER FRACHTDAMPFER DIENST. Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGES, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

> PROPOSED SAILINGS FROM HONGKONG. BUBJECT TO ALTERATION.

DESTINATIONS. BAILING DATES STRAMERS. Capt. Jaburg ... (Calling at Singapore and Penang) For Further Particulars, apply to

HAMBURG-AMERIKA LINIE. HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

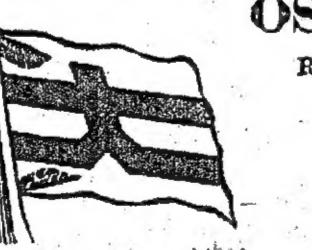
Steamship	Tons.	CAPTAIN.	FOR	SAILING DATE.
RUBIZAFIROPERLA.	2540 2540 1980	R. W. Almond A. Fraser A. H. Notley	Manila direct. Manila direct.	Sat., 11th June, 10 A.M. Sat., 18th June, 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 10th May, 1904.

OSAKA SHOSEN KAISHA



REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

FOOCHOW, VIA SWATOW AND AMOY TAMSUL, VIA SWATOW AND AMOY ANPING, VIA SWATOW AND AMOY TAMSUI, VIA SWATOW AND AMOY

STEAMERS LEAVING WEDNESDAY, 8th "TRIUMPH" A. HANSEN June, at 10 A.M. "M, STRUVE" SUNDAY, 12th T. BRANDT June, at 10 A.M. "TRITOS" WEDNESDAY, 15th H. KRAFT June, at 10 A.M. "FRITHJOF" SUNDAY, 19th H. A. HARALDSEN June, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers. For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central. T. ARIMA. Manager Hongkong, 7th June, 1904.

PENINSULAR STEAM NAVIGATION COMPANY.

REMARKS. LONDON and ANTWERP, VIA PERA SINGAPORE, PENANG, COLOMBO, PORT SALD and A. L. Valentini MARSEILLES YOKOHAMA, VIA SHANG-) HAI, MOJI and KOBE C. C. Talbet, E.N.B. ... } (Passing through the Inland Sea) (BENGAL About 16th | Freight and SHANGHAI G. Philipps I Passage. (COROMANDEL) Noon, 18th 1 See Special LONDON, &c..... G.M. Montford, R.N.B. For further Particulars, apply to E. A. BEWETT,

Hongkong, 30th May, 1904.

PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailir	g Date.	
TREMONT LYRA SHAWMUT TREMONT	9,606 4,417 9,606 9,606	T. W. Garlick G. V. Williams W. M. Smith T. W. Garlick	Tuesday, Thursday, Thursday, Saturday,	June August September October	28th 4th 1st 1st
·				* ;.	· -

I Cargo only:

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila. S.S. TREMONT 9,606 tons. T. W. Garlick About 13th June.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRICALIGHT, DOCTOR AND STEWARDESS. The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information apply to-

QUEEN'S BUILDINGS.

carried in cold storage.

DODWELL & CO., LIMITED, GENERAL AGENTS.

Hongkong, 26th May, 1904.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

PUNCTUALITY. SAFETY. SPEED. "Empress". Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION) R.M.S. "EMPRESS OF INDIA" 6,000 Tons WEDNESDAY, 22nd June. R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons., WEDNESDAY, 13th July. Hongkong to London, 1st Class via St. Lawrence Lou via New York £62. Intermediate on Steamers,)

and 1st Class Rail

THIHE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Navis Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese an. Japanese Governments

For further information, Maje, Guides, Handbooks, Bates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent. 9, Peddor Street.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN. SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.-CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION SAILING DATES.

SACHSEN THURSDAY 9th June ZIETEN WEDNESDAY 22nd June SEYDLITZ ... WEDNESDAY *** *** *** 6th July ... WEDNESDAY 20th July PRINZ REGENT LUITPOLD ... WEDNESDAY 3rd August ... WEDNESDAY 17th August PRINZ HEINRICH WEDNESDAY 31st August GNEISENAU. ... WEDNESDAY 14th Sentember BAYERN WEDNESDAY 28th September SACHSEN ... 12th October ... WEDNESDAY ... WEDNESDAY 26th October ZIETEN ... PRINZESS ALICE 9th November PRINZESS ALICE
PRINZ REGENT LUITPOLD ... WEDNESDAY ... WEDNESDAY 23rd November PREUSSEN 7th December ... WEDNESDAY PRINZ ELPEL FRIEDRICH 21st December ... WEDNESDAY PRINZ HEINRICH WEDNESDAY 4th January 1905

ON THURBDAY, the 9th day of JUNE, 1904, at Daylight, the Steamship "SACHSEN," Coptain R. Pesch, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on Tuesday, the 7th June. Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 8th June, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 8th June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses Linen can be washed on board. NORDDEUTSCHER LLOTD.

For further Particulars, apply to MELCHERS & CO., AGENTS. Hougkong, 6th June, 1864.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG S'HAI WIG INLAND PORTLAND, OREGON SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO. STEAMSHIP CAPTAIN TO SAIL ON ARAGONIA" Schuldt 'NICOMEDIA" 4,370 Wagner July 14th, 1904. "ARABIA" Bahle Angust 14th, 1904. NUMANTIA"..... September 14th, 1904. Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate

ALLAN CAMERON, GENERAL AGENT,

Hongkong, 30th May, 1904.

with or apply to

Superintendent.

OCEAN STEAM SHIP CO., LD. CHINA MUTUAL STEAM NAVIGATION CO., LD.

SERVICES. JOINT

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN. NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS. OUTWARDS.

t		OU CALITADO!	
	PROM	STEAMERS	DUE
GLASGOW	and LIVERPOOL	"STENTOR"	On 8th June.
GLASGOW	and LIVERPOOL	"KINTUCK"	On 17th June.
GLASCOW	and LIVERPOOL	"KEEMUN"	On 25th June.
GLASGOW	and LIVERPOOL	" "MOYUNE"	On 1st July.
GLASGOW	and LIVERPOOL	"DARDANUS"	On 14th July.
		·	

GLASCOW and LIVERPOOL GLASCOW and LIVERPOOL GLASCOW and LIVERPOOL	"MOYUNE"" "DARDANUS"	On 1st July.
	HOME WARDS.	
LONDON and ANTWERP	"DEUCALION"	TO SAIL On 7th June
* GENOA, MARSEILLES and ?	"TEENKAI"	

	FOR	STEAMERS	TO SAIL
	TONDON and ANTWERP	"DEUCALION"	On 7th June.
	* GENOA, MARSEILLES and }	"TEENKAI"	
3	LONDON and ANTWERP	"AGAMEMNON"	On 21st June.
	LONDON and ANTWERP	"YANGTSZE"	On 5th July,
	LONDON and ANTWERP	"KINTUCK"	On 19th July.
	* GENOA, MARSEILLES and }	"KEEMUN"	On 25th July
	LIVERPOOL	"MOYUNE"	On 2nd August.
	* Taking Ca	argo for Liverpool at London Rate	8,

TRANS-PACIFIC SERVICE.

		114	the manner of the latest hands		
PO1	l i	STEAD	BEE	TO	LIAB
all PACIF	SEATTLE, TACOMIC COAST PORT	S. VIA	NTOR"	On 10t On 17t	h June. h July.
,	For	Freight, apply to-	-	- 1	
		179.7	COMPANY OF THE PARTY OF		CHESTON

BUTTERFIELD & SWIRE, AGENTS.

Hougkong, 30th May, 1904.

NAVIGATION LIMITED.

40.		
FOR	STEAMERS	TO BAIL.
SHANGHAI	+ "SHANSI"	On 7th June, 4 P.M.
THURSDAY ISLAND, COC	0K-)	
TOWN, CAIRNS, TOWNSVILL BRISBANE, SYDNEY and MI	EL. { * "CHANGSHA"	On 7th June.
BOURNE		
NINGPO and SHANGHAI	"KWEIYANG"	On 8th June, 4 P.M.
MANILA	"TEAN"	On 8th June, 4 P.M.
CEBU and ILOILO	* "SUNGKIANG"	On 9th June, 4 P.M.
KOBE		On 16th June.
* The attention of Passengers is	directed to the superior accomm	odation offered by these
steamers, which are fitted throughout	with Electric Light, Unrivalled !	Table. A duly qualified:
Surgeon is carried.		-
A. W. Lie Clause on there wh bills	of lading to all Vanatara and Novi	hown China Douts

† Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND

AUSTRALIAN PORTS. For Freight or Passage, apply to-

BUTTERFIELD & SWIRE, AGENTS. Hougkong, 7th June, 1904.

FOR SINGAPORE, PENANG AND CALCUTTA. HE Steamship

"GREGORY APCAR," Captain J. G. Olifent, will be despatched for the above ports on THURSDAY, the 9th inst., at 3 r.m. instead of as previously advertised. For Freight or Passage, apply to DAVID SASSOON & CO., LD.,

A gents. Hongkong, 7th June, 1904. REGULAR STEAMSHIP SERVICE TO NEW YORK. VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHIL.PPINE

Ports). PROPOSED SAILINGS FROM HONGKONG. About "SATSUMA" 9th June. "RICHMOND CASTEE" ... 24th June.

"ST. FILLANS" ... 30th June. "LOWTHER CASTLE" For Freight and further information, apply to DODWELL & CO., LD., Agents. Hongkong, 7th June, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX;

PORTS OF BRAZIL AND RIVER PLATE.

on TUESDAY, the 14th June, 1804, at 1 P.M., the Company's Steamship TUESDAY, the 14th June, 1904, "AUSTRALIEN," Captain Verron, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports

of Call, WITHOUT TRANSHIPMENT. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 13th June. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. For further particulars, apply at the Com-

pany's Office. G. DE CHAMPEAUX, Agent.

Hongkong, 2nd June, 1904.

NATAL LINE OF STEAMERS. I HE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Indo-

CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to DODWELL & CO., LIMITED. General Agents for China and Japan. Hongkong, 4th August, 1897.

CHINA STTAM NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailings from

"BEN" LINE OF STEAMERS. FOR MARSEILLES, LONDON AND ANTWERP. HE Steamship

"BENMOHR." Captain Wabster, will be despatched as above on or about the 11th June. For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Hongkong, 17th May, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUS-TEALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PEBSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

"COROMANDEL." Captain G. M. Montford, R.N.R. carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 18th JUNE, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's

Bills of Lading. For further particulars, apply to E. A. HEWETT.

Superintendent. Hongkong, 6th June, 1904.

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL. (With liberty to call at Philippine Ports')

THE Steamship

"SENECA," will be despatched as above on or about the 15th S.S. "SCHUYLKILL" on or about the 1st

For Freight or further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department. Hongkong, 21st May, 1904.

FOR EUROPE and AMERICA. India, Australia, &c.,

and for PRIVATE RESIDENTS AT THE OUTPORTS. A COMPERHENSIVE AND COMPLETE RECORD OF THE

NEWS OF THE FAREAST is given in the HONGKONG WEEKLY PRESS. with which is incorporated "THE CHINA OVERLAND TRADE REPORT." Subscription, if paid in advance, \$12 per annum

Postage to any part of the World \$2.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, HAMBURG, LONDON AND STRAITS. THE Steamship

"FLINTSHIRE," Captain J. M. Haffner, having arrived from the above ports, Consigness of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowleon Wharf and Godown Company. Limited, at Kowloon, and stored at Consignees'

risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst., will be subject

to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 2.15 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO.,

Hongkong, 1st June, 1904. OCEAN STEAMSHIP COMPANY,

LIMITED. CHINA MUTUAL STEAM NAVIGA-

TION COMPANY, LIMITED. A YONSIGNEES per Company's Steamer

"DIOMED," are hereby notified that the Cargo is being Dalny discharged into Craft, and/or landed at the Port Arthur Godowns of the Hongkong and Kowloon Chefoo Wharf and Godown Co., Ld., where in both

cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th instant. Ontional cargo will be landed, unless notice | Foochow has been given prior to steamer's arrival All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be Tokyo examined at 11 A.M., on the 9th inst. Yokohi No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining und-livered after the 9th inst., will

be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 12th inst., or they will not be recognised. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Hongkong, 2nd June, 1904. [10-11

NOTICE TO CONSIGNEES.

FITHE P. & O. S. N. Co.'s Steamer

"BALLAARAT," FROM BOMBAY, COLOMBO AND

STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo :-From London, &c., ex s.s. Macedonia and Palma. From Calcutta, ex s.s. Sunda. From Persian Gulf, ex s.s. B. I. S. N.

and B. & P. S. N. Co.'s steamers. Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., To-DAY, the 2nd inst. --Goods not cleared by the 9th inst., at 4 P.M. will be subject to reat.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consiguoo's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Clodewns.

E. A. HEWETT. Superintendent. Hongkong, 2nd June, 1904.

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

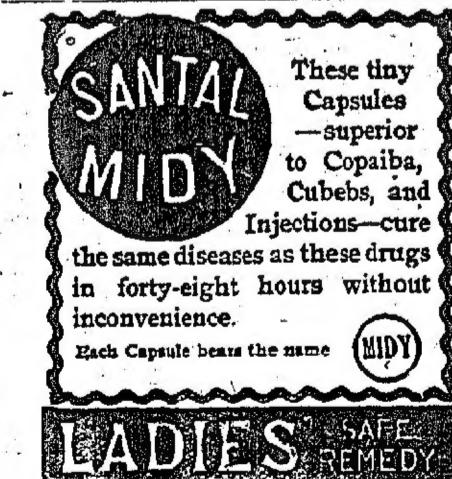
FROM BOMBAY AND SINGAPORE FEYHE Steamship

"CAPRI." having arrived from the above ports. Consiguees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkoug and Kowloon Wharf and Godown Co., Ld., whence delivery may be obtained. Perishable Goods to be

taken delivery of immediately. Ail damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant, will be subject to rent. CARLOWITZ & CO., Agents.

Hougkong, 3rd June, 1904.



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LANDS INDIA, PHILIP. PINES, BORNEO, &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND

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1 1 0 4. THE FORTY-SECOND ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIP-TION, carefully revised each year, most of which will serve as accurate Guides for the Tourist, giving every detail in connection with the places, their History, Topography, &c., &c.

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Lungchow Mêngtze Hokow Szemao. JAPAN Keelung Yokohama Moji Tainanfu Nagasaki

Wuchowfu

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Takow Hakodate Anping Shimonoseki Tamsui EASTERN SIBERIA Vladivostock Nicolajewsk COREA

Seoul Wonsan Mokpeo Chemulpo Chinnampe Fusan Kun San Pingyang Songchin Masampo. HONGKONG AND ITS DEPENDENCIES

FRENCH INDO-CHINA Tourane Hanoi Annam Haiphong Saigon Hue Tonkin Provinces Quinhon Cambodge PHILIPPINES Cebu Manila Iloilo BORNEO British N. Borneo

MACAO

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PLAN OF YOKOHAMA PLAN OF KOBE AND HYOGO PLAN OF FOREIGN SETTLEMENTS, TIENTSIN PLAN OF TSINGTAU (KIAOCHAU) NEW PLAN OF DALLY

PLAN OF FOREIGN CONCESSION, SHANGHAI PLAN OF HONGKEW (SHANGHAI) with Inset Showing the EXTENDED SETTLEMENT LARGE PLAN OF THE CITY OF VICTORIA PLAN OF PEAK DISTRICT, VICTORIA PLAN OF KOWLOON NEW PLAN OF MANILA PLAN OF SINGAPORE PLAN OF PENANG

PLAN OF BATAVIA

The CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money Weights, and Measures, and other Commercial Information including :-

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France:-Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1886, 1887, and 1895: Frontier Trade Regulations. United States :- Tientsin, 1858; Additional 1868; Peking, 1880; Immigration, 1894 Commercial, 1903.

Germany:-Tientsin, 1861; Peking, 1880; Kiaochau Convention, 1898; Railway and Mining Concession, 1898. Japan :- Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1896; New Ports, 1896. Supplementary Commercial 1903. Russia: -St. Petersburg, 1881; Russian Land Trade, 1881; Port Arthur and Talienwan

Agreement, 1888. Portugal, 1888. FINAL PROTOCOL made between China and Eleven Powers, 1901. TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention 1895; Russia, Agreements as to Corea: United States Extradition Treaty, 1886; Great Britain (Alliance) 1902

TREATIES WITH COREA Japan, 1876; Japan Supplementary 1873, United States, 1882; Great Britain, 1895 Trade Regulations

TREATIES WITH SIAM Great Britain, 1856; France, 1893; Japan, 1893; Russia, 1899 Great Britain and France, Siamese Frontier. Great Britain and Russia, Railway Convention

Great Britain and Siam, 1899. CUSTOMS TARIFFS TRADE REGULATIONS China, Japan, Siam, Corea. LEGAL DOCUMENTS

Orders in Council for Government of H.B.M.'s Subjects in China and Cdrea, 1865, 1877, 1878; 1881, 1884, 1834, 1886, 1883, Rules of H.M.B.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong, Malay States Federation Agreement; Table of Hongkong Court Fees; Admiralty Rules, Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Courts Fees; Rules of Court of Consuls of Shaughai Regulations for Foreign Companies in Japan Chinese Passenger Act; Hongkong Liceness, Trade Marks, and Letters Patent Fees; Port Regulations for China; New Harbour Rogulations for Japan, &c.

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is now greatly below the enquivalent of £1 5s. at which it was originally published. It is published at the Office of the Hongkong Daily Press, and can be had from, and Advertisements sent through:-LONDON "Hongkong Daily Press" O Ros

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8. MINAMI, Manager, Hongkong.

POST OFFICE NOTICES. Until further notice the transi ission of concepondence via Dalny and the Trans-Siberian Railway is discontinued. The American mail ex Mongatin will be transferred at Kobe to the German mail steamer Sachsen, which is due bere to-day. The Scydlitz with the German Mail left Singapere on Friday, the 3rd inst., at 10 a.m., and may be expected here to-day. MAILS WILL CLOSE

MAILS WI	LL CLOSE			
FOR 1	PRR		TE.	
	Fatshan	Tuesday,	7th, 7.30 A.M.	В
CantonQuang Chow Wan	Ping On	Tresday,	7th, 8,00 A.M.	Ĉ
AN A	Mr con it. fiche festenen	Tuesday,	7th, 9.00 A.M.	°Ci
Swatow, Amoy and Foochow	Haitan	Tuesday,	7th, 19.00 A.M. 7th, 1.15 P.M.	C
	Heungshan	Tuesday,	7th, 3.00 P.M.	C
- 1 7	Shanni	Tuesday,	tu, ologram.	
Less 1 Talente COOKIDWIL CONTROL AVINGS	Changsha	Tuesday,	7th, 3,60 p.m.	C
_tile Reighang, Sydney and motionical confit			7th, 4.00 P.M.	C Ji
F=1	Descation	Tuesday,	7th, 5.00 p.m.	2-8
TAT - mades on the same of the	Taichun		7th, 5.00 P.M.	
Claubana	Hoifu	0.1	7th, 5.00 P.M.	
Macao	Wingchai	Part 7 H	7tb, 5.00 P.M.	ا
Kumchik and Dainsau	Lintan	cm 1	7th, 5.00 P.M.	
Plant Anti		TTT 1 1	CALL MAG	
Conton	Traumph	Wednesday.		١
Swatow, Amoy and Foochow	·	Wednesday	8th, 9.00 A.M.	
Haiphong Quang Chow Wan, Hoibow, Pakhoi & Haiphong	The Land	. Wednesday,	Sth, D.OU A.M.	
Quang Chow Wan, Hollow, Lakart tellarphoon	Heungehan	Wednesday.	8th, 1.15 г.м.	H
Macao	Kareinan	Wednesday	Stu, alou Plat.	li
Ningpo and Shanghai	TOTAL COLUMN	Wednesday	8th. 3.00 P.M.	
Manila India via Tuticorin	Sachsen	Vednesday.	, 8th, 5.00 P.M.	
	Taichua	: Wednesday	, Sth., D.UU P.M.	
Clarkers :	Hoi Fa	1 477 7 7	8th, 5.00 P.M.	1
:			8th, 5.00 P.N.	
TE Knimebilk and Shubuti	Takhing	TTT 1 1		
And the state of t			9th, 7.30 A.M.	
		Thursday, Thursday,	9th, 8.00 A.M.	
	Barneo		4.7	
	Gregory Apear		9th, 2.00 P.M.	
	Lajeemoon		9th, 2.00 p.m.	
4 4 4	Sungkiang		9th, 3.00 P.N.	
	Fooshing	0131 1	9th, 3.00 p.m.	_
Ningpo and Shanghai	Taichun	1	9th, 5.00 P.M.	- 1:
Namtao		1	9th, 5.00 P.M.	
Sanbue	Wingehai	1	9th, 5.00 P.M.	
Canton		Thursday,	9th, 5.00 P.M.	- 1
	Kinshan	Friday,	·10th, 7.30 A.M.	
Cinconora Pannic and Bombay	Ottobre bertress seems		10th, 11.00 а.м.	Τ.
	Sto Birthaman Conner		10th, 1.15 P.M.	
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			11th, 1.15 r.m.	
	TT Profifeitert rose migger	Saturday,		
Amoy, Straits and Rangoon	Taichun			. 1
Namtao	Hoi Fu			
Sanbae	Wingchai		11th, 5.00 P.M	٠
Macao		I CY	12th, 9.00 a.m	.
Canton	beisang	Tuesday,		
·		Tuesday,		
EUROPE, &c., India via Tuticoria	164		Matter and Sam	
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I Alma for the first clearance was		10.45	f 10 cents, up to	۳ ا
included in this contract mail.)		•	11.00 A.M	,
			18th, 9.00 A.M	
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will among the Tairlin win Tublicoria and an extention	2 .		18th,	
Thata Tatlars 11.00 to 11.00 A.Die Datio	-		Matter and Sam	
Postage 10 cents)			10.00 A.M	
(Supplementary mail on board up to the time fixed for departure of the mail	Coromandel		ation 1000 A.M	
Extra Postage 10 cents)			ration, with lat f 10 cents, up t	
Letters posted in all the Pillar Boxes			A.M.)	

TO-MORROW. Fanny Stanley's Comic Cpera and Dramatic Co., Theatre Royal. .

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	Rank Bills, at 30 days' sight 1/0 in	
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	Cardita at 4 months sight	
	Documentary Bills, 4 months sight 1/10 7 %	
	On Paris.	
-	Rank Bills, on demand	
	Credits, at 4 months sight2291	
	ON GERMANT.	
1	On demand184	
	ON NEW YORK.	
	Bank Rills, on demand	
	Credits, 60 days' sight445	
	ON ROMBAY.	
	Tolographia Transfer	
	Bank, on demand	
	ON CALCUTTA.	
	Telegraphic Transfer	
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	Bank, on demand
ON	SHANGHAI.
	Bank at sight
	Private, 30 days' sugations and first
On	VOKOHAMA.—On demand
ON	MANUA -On demend Nominal,
ON	Singapore.—On demand Nominal,
ON	BATAVIA.—On demand
ON	HATPHONG.—On demand 22 p.c. pm.
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ON	BANGKOK.—Cn demand,
SAT	reputans Bank's Buying Rate \$11
Gov	CD LEAY, 100 fine, per tael 257.40
BAI	SILVER, DOY OZ
	OPIUM.
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	4th June.
Quotations are: - Alle	w'ce net to I catty.
Malwa New 81040	to \$1050 per pioni
Malwa Old\$1100	to \$1140 "
Malwa Older\$1200	to \$1240 "
Malwa V. Old\$1260	to \$1280
Persian fine quality \$880	to — "
Persian extra fine. \$900	to — "
Patna New\$1235	to - per chest.
Paina Old	to — "
Renarcs New\$1180	to
B mares Old\$1210	to,

VESSELS EXPECTED.

THE GERMAN MAIL. The Imperial German mail steamer Seydlitz L. McKennon, D. McKennon, A. Dansey, H. left Singapore on the 3rd inst., at 10 a.m., and Kurtzmann, J. Blackell, L. McQueone, E. Barmay be expected here on the 7th inst., at 5 p.m. | rell, B. Underkill, G. Way, C. McDonald, T. The Imperial German mail steamer Sachsen McCarty, F. Hurst, J. Harvey, J. Mackay, T. left Shanghai via Foochow on the 4th inst., at Robinson, G. Barlow, J. Williams, and W. 3 s.m., and may be expected here on the 8th inst., Smith. at 4 a.m.

THE AMERICAN MAIL. The P.M. steamer Mongolia left Nagasaki Brammer, Mrs. K. M. Cooney, Mr. and Mrs. for Manila on the 3rd inst., o.m., and is due here Colombo, Mrs. L. Goldenberg, Messrs. M. and on the 8th inst.

The T.K.K. steamer America Maru, from A. Dominge, Mr. R. Domingo, Messrs. Antonio San Francisco to the 12th ult., via Honolulu, Osorio, Felix Reinbold, Phill. De Ring, Wm. F. leaves Yokohama for this port on the 1st inst., Van Hoesen, J. A. Christensen, and L. Bates. a.m., via Inland Sea, &c. THE CANADIAN MAIL

The C.P.R. steamer Empress of India left Mr. and Mrs. Gonsalves and children, Miss M. Gonsalves, Mr. J. Gonsalves, Mrs. Matheson Vancouver on Tuesday, the 24th ult., p.m., for and child, Miss Lilian Lewis, Rev. J. Davies, Hougkong wa the usual ports of call. MERCHANT STEAMERS.

The E. & A. steamer Australian arrived I. Berry, R. Croll, H. Douglas, E. Ferrier, F. at Manila on the 3rd inst., and may be expected Folkes, G. T. Hall, Murchison, A. Nunes, here on the 6th inst.

JOINT STOCK SHARES. Hongkong, 3rd June,

COMPANY PAID UP. QUOTATIONS. \$667\, sedera \$125 Hongkong & S'hui...] L'don, ±66. Natl Bank of Chins £8 \$38, sales & buy. A. Shares £8, 336, sales & buy B. Shares Foun, Shares... #1 \$10, buyers 2. 55, sellers Boll's Asbestos E. A., \$10 \$10, nominal Canton-Hougkong Ice \$10 \$37, se'lers \$12 ;10, sollers \$10 ,551, buyers Power Co., Ld. ... \$10 \89\\ set er; 100 Pict, buyer.

Campbell, Meore & Co. China-Bornso Co., Ld. China Light and e China Prov. L. & M. China Sugar Cigar Companies-\$500 \$200. Athambra, Ld., I hilippine Con $D: 9_{\Phi}^3$ rellers cotton Milis-Ewo Pis. 50 Th. 30, sellers International Tis. 75 Th., 25, Laon Kung Mow ... Tis. 100 Tis. 321. \$10 \$141, sollers Hongkong Dairy Farm 50 | \$141, buyers Fenwick & Co., Geo... \$25 | \$48, sellers \$10 \\$287, buyers Green Island Cement. £10 \$160. trongkong & C. Gas... \$10 \$133, buyers Hongkeng Electric to 171, buyers H. H. L. Transways ... \$100 \\\ 3280.\\ rik. Steam Water-

10 3162, buyers beat Co. Ld. 5 Hongkong Hotel \$50 5137. Hongkong Ice \$25 \$220, buyers H. & K. Wharf & G.... \$50 \$110, sellers \$0 \$140, sellers Hongkong Rope..... 11. & W. Dock \$50 .5215. LESUTATION -----\$50 [217], sellers Canton.... \$6.1 18551, buyers China Fire 525 (160, buyers China Traders' Hongkong Fire \$50 4310, buyers, North China £5 Ts. 624, sales Union \$1JJ 12545, seilera .00 13130. langtaze Land and Building-Hongkong Land Inv. \$100 \$1571, sellers \$10 \$125, Biles Humphreys E. \$2 | \$41, buyers

Kowloon Land & B. \$30 \$364, buyers West Point Building \$50 158, buyers Shanghai Land \$50 Tla. 109. \$100 '19, sellers Luzon Sugar Mining-Charbonnages Fes. 250 490. \$11 40 cts., sollers Punjom 51 25 cts., buyers Do. Preference ... 18/10 .7, sellers Raubs New Arney Dock \$10 | 310}, sellera Powell, Ld. Steamship Coys .-China and Manila ... \$50 \26, rellers \$50 \$36, rellers Douglas Steamship

H. Canton and M ... \$1., 1.30, buyers Indo-China S. N. .. £10...\$119, seliers ShelrTransportand £1 253., sales Trading Co..... Do. Preference ... \$10 |\$32, ex div, buy. \$5 \$23, ex div., buy. Star Ferry S.C.F., Boyd & Co., Ld. Tls. 100 Th. 156, buyers S. & H. Dyeing & C. \$5 \$1, sellers Tebrau Planting Co... \$4 \$101, buyers United Ashestos \$10 | \$210, buyers

Do.

Watkins, Ld

Watson & Co., A.S. ...

10.45 а.м.)

The P. & A. steamer Indrasamha arrived at

The H.A.L. steamer Alesia, from Hamburg,

The J.C.J. Lijn steamer Tjipanas left Macas-

The P. & O. steamer Sardinia left Singapore

The Ben Line steamer Benarty, from Antwerp

The Boston Steamship Co.'s steamer Tremont

The O.SS. & C.M. steamer Ningchow left

Victoria (B.C.) on the 15th ult. for Japan and

The steamer Sikh sailed from New York on

The C.N. steamer Chingtu, from Australian

The O.S.S. & C.M. steamer Hyson is expected

The Boston Towboat Co.'s steamer Lyra left

The P. & A. steamer Nicomedia left Portland

on the 29th ult. via Japan ports, and may be

STEAMERS PASSED THE CANAL.

Ling. 10th-Lowther Castle, Benarty, Alesia.

13th-Anamba, Salazie, Nestor, Sardinia. 17th

- Denbighshire, Mazogon, Main, Cassius, Ken-

nebec, Ventmoor. 20th-Gisela. 24th-Yarra, Glenlochy, C. Ferd. Lacisz, Bucentaur. 27th-

Socotra, Palawan, Keemun, Vega. 31st-Anapa

Siam, Brisgavia, Germunicus, Badenia, Suevia,

Roon, Indrawadi, Tydeus. June Srd-Moyune,

ARRIVALS AT HOME.

May 6th-Preussen, 10th-Konigsberg, 11th

Javo. 13th-Bamberg, Rhipeus. 20th-Ham-

burg. 24th-Sambia, Silesia (Aus.). 27th-

Malacca; Machaon, 31st-Idomencus, June 3rd

PASSENGERS.

ARRIVED.

Per Glenfarg, from London, Mr. Davis.

Per Laisang, from Singapore, Mrs. W. Lord,

Per Tjilatjap, from Amoy, Mr. and Mrs.

Per Changsha, from Yokohama, &c., Capt.

W. R. Clark, Messrs. Noble, Turpin, Edwards,

A. Anderson, A. McDonald, O. Manning, S.

Watson, C. Nicole, S. Robinson, J. Anderson,

Per Rubi, from Manils, Mr. and Mrs. B.

Glorie, Mr. Ricardo Gloria, Mr. and Mrs. Emilio

Jack Goldenberg, Mr. and Mrs. Yegkodi, Mrs.

- DEPARTED.

Capt. Middleton, Lient. J. A. Regale, Messrs.

Kitamura, Seishimura, and Madame Iwasaki.

Abessinia, Prinz Heinrich, Annam.

and Mr. H. Moire.

Tonkin, Silvia. 5th-Benlarig, Telemachus.

May 3rd-St. Kilda, Albenga, Ambria, Pak

Victoria (B.C.) for usual ports on the 31st uit.

to leave Victoria (B.C.) on the 10th inst. for

ports, left Sydney on the 20th ult., and is

and London, left Singapore on the 4th inst., and

sar for this port on the 2nd inst., and may be

left Singapore for this port on the 1st inst., p.m.,

and may be expected here on the 7th inst.

for this port on the 5th inst., at noon.

arrived at Yokohama on the 28th ult.

expected here on the 11th inst.

expected here on the 30th inst.

Hongkong via Japan.

expected here on the 10th inst.

is due here on the 10th inst.

Hongkong.

the 4th ult.

Yokohama on the 25th ult., and may be expected

here on the 6th inst.

Letters11,00 A.M.

VERNON & SMYTH, Brokers HONGKONG TUDE TABLE.

\$10 173, buyers

\$10 | \$134, ox div., sel

From 7th to the 13th June. LOW WATER: HIGH WATER.

Day Of Week. Day of Month.			Hongkong lines.				Hongkong Mean Time.		ight.
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ON GKONG HIGH-LEVEL TRAM WAYS COMPANY, LIMITED.

F	TIME TABLE.
	WEEK DAYS.
1.30 p.ia. to	8.00 a.m Every 10 minutes.
3.00 a.m. to	8.30 a.m Every 15 minutes.
8,30 a.m. te	
9.30 a.m. te	o 11.00 a.m Every 15 minutes.
11.30 a.m. t	o 12.45 p.m Every 15 minutes.
12,45 par. t	
1. 5 p.m. t	o 1.45 p.m Every 15 minutes,
ւ.45 թ.ա. է	
2.15 p.m. t	
3 30 p.m. t	o 5 30 p.m Every 15 minutes.
5,0 p.m. t	
7.00 p.m. 1	
	NIGHT CARS.

1.45 p.m. & £.00 p.m., 9.45 to 11.15 p.m., every 1 hour.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes. 9.00 a.m. to 9.30 a.m. ... Every 80 minutes. 9.30 a.m. to 10.30 a.m. ... Every 15 minutes. 10.30 a.m. to 11.00 a.m. ... Every 10 minutes. 2.00 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 3.00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 p.m. to 8.00 p.m. ... Every 10 minutes. NIGHT CARS as on Weak Days. SATURDAYS.

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Fxtr: cars at 11.30 p.m. and 11.45 p.m.

Flongkong, 14th January, 1904. "HONGKONG DAILY PRESS" PUBLICATIONS.

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BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI. A.1, A B.C., Ecotts' and Engineering Code Used. DOCK No. 1 (at TATEGAMI.) Extreme Length... ... 523 feet. Length on Blocks 513 Width of Entrance on Top ... 89 ,, Width of Entrance on Bottom ... 27 ... Water on Blocks at Spring Tide

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S.S. "HONAM," 2,363 tons, Captain R. D. Thomas. 8.S. "POWAN," 2,338 tons, Captain G. F. Morrison, R.N.R. S.S. "FATSHAN," 2,260 tons, Captain W. A. Valentino. S.S. "HANKOW," 3,073 tons, Captain B, Branch.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), and 9 p.m. (Saturday excepted). Departures from Canton to Hongkong daily at 8 a.m., and at 5.30 p.m. (Sunday excepted).

S.S. "KINSHAN," 2,860 tons, Captain J. J. Lossius,

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. special attention is drawn to their Superior Saloen and Cabin Accommodation.

SERVICE-OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LI'.

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Departures from Hongkong to Macao on week days at about 2 p.m. During the summer months the time of leaving fluctuates to suit the tide at Macuo. For further particulars see special time table. Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 7.30 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin. This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about Mr. Whitton and child 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAP CO., LD., THE CHINA NAVIGATION CO., LD., AND THE · INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.

S.S. "NANNING," 569 tons, Captain C. Butchart. One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about Sa.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the-HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

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Agents. Hongkong, 23rd September, 1903.

NORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER, 1902,

£16,378,771. AUTHORISED CAPITAL ... £3,000,000 0 SUBSCRIBED CAPITAL ... 2,750,000 0 PAID-UP CAPITAL 687,500 0 II. FIRE FUNDS...... 2,867,215 14 10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agents.

Hongkong, 19th June, 1903.

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

MARINE BRANCH.

INCORPORATED A.D. 1851.

HE undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates. ALEX. BOSS & CO.

Hongkong 28th April, 1904. THE BOMBAY FIRE AND MARINE

INSURANCE COMPANY, LIMITED. FIRE BRANCH.

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Current Bates. HOLLAND-CHINA TRADING CO. Hongkong, 26th November, 1903.

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

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AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO., Hongkong, 21st April, 1897 THENIX FIRE OFFICE.

The Undersigned are now prepared t. GRANT POLICIES, of INSURANCE against FIRE at Current Rates. DOUGLAS TAPRAIK & CO

Agents for the Phonix Fire Office Hongkong, 17th August, 1887.

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FIRST-CLASS HOTEL, most centrally A situated. Well Furnished and Airy Bedrooms.

Monthly Boarders accommodated on very moderate terms. For Particulars, apply to-

THE MANAGER.

[112 Hongkong, 4th January, 1904.

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